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EDITOR: GEORGE PATAKI, 34-24 76th STREET, JACKSON HEIGHTS, N.Y. 11372

THE DEBRETIN OVERPRINT FORGERY

by GUSTAV NOSKA, Str. Lamiitei No. 48, 7528 Bucharest, Romania.

In April 1919, during the Romanian occupation of part of Hungary, in the city of Debretin (Debrecen), some Hungarian stamps were overprinted to be used during the new but temporary administration.

Two different cliches were used, each grouped in plates of 100. The first type, used only on a limited number of stamps as a test, is different from the second type by the fact that the oval frame was made of two parallel very thin lines and the numbers *"19"* are divided by a larger interval giving the impression of being separated.

After it was found that the interval between the two parallel lines became filled with ink, the cliches were replaced. The overprints made with first cliches are very scarce.

The second type of cliche, had the frame made of a single, solid line and the two *"19"s* were brought closer together to form *"1919"*.

The size of the first cliche is 15/9 mm; the second cliche is slightly larger: 16/9½ mm,.

The colors are blue, black and red. There are known inverted, double and off-centered overprints.

Inside the oval frame, the top reads: *"ZONA DE OCUPATIE"* (occupation zone), which is longer than the half of the frame; on the bottom between two crosses of Malta: *"1919"* and *"ROMANA"* . In the center is the *"double F"*, which was King Ferdinand's monogram, and the letters PTT.

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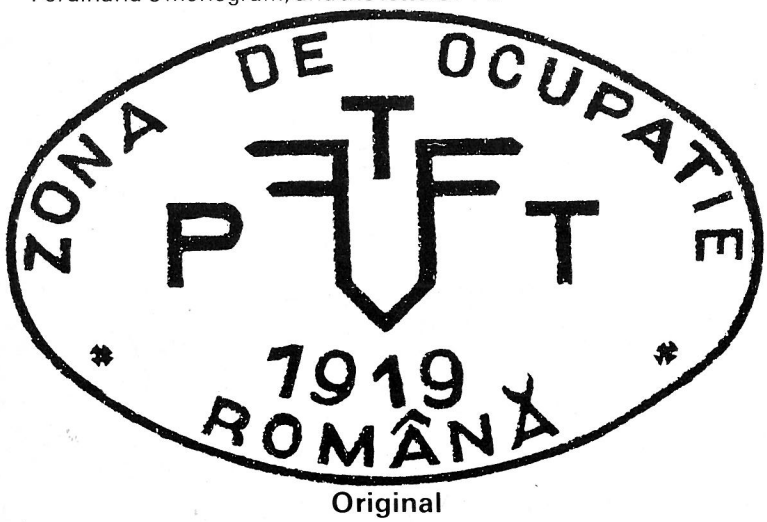
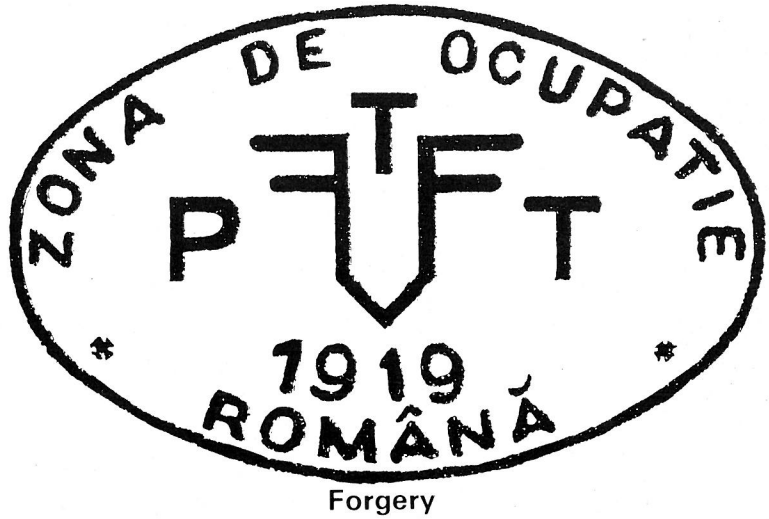
EDITOR'S NOTE: Describing just some of the forgeries (known to a particular author), when several were made, could be misleading. Collectors may find stamps with characteristics of overprints different from the forgeries described above. If they do not match the ORIGINAL, they should be considered forgeries even if they don't match the above described forgeries.

SUBJECT	ORIGINAL	FORGERY
All letters	regular, well visible angles,	irregular, rounded angles,
"O" in ZONA	wider on the top	normal
"P" in OCUPAIE	almost angular loop	round and smaller loop
"E" in OCUPATIE	larger than the other letters, the horiz. bars long as of the E in DE,	horiz. bars of both E's short and thin.
Accentmark on the first A in ROMANA	large and slightly tilted,	smaller and irregular,
Accentmark on the second A in ROMANA	large, almost always touching the top, of A,	smaller and irregular,
Crosses of Malta	well defined	undefined spots,
1919	well defined angles	rounded angles,
First 1 in 1919	top thicker than the vertical part,	top short,
Second 1 in 1919	top normal, located exactly under the monogram's angle,	top very short, not always, located exactly under the monograms' angle,
Second 9 in 1919	thicker, bigger than first 9, almost touching N under it,	normal,
Horiz. bars in monogram P in PTT	ended in triangles,	rounded ends,
	Loop extended to right, shorter than half length,	shorter and more open loop,
First T in PTT	Longer left arm, right arm ends exactly on the ext. of 2-nd F's vertical line,	equal arms, right of arm ends before or after the ext. of the 2-nd F's vertical line,
Second T in PTT	left arm slightly bent down, vertical leg slightly bent right,	normal,



Original



Forgery

ROMANIAN MARITIME CANCELS

SILVIU DRAGOMIR, Str. Biserica Popa Chitu No. 17, 70, 268 Bucharest, Romania

In 1895, based on the law adopted on June 7, 1888, the Romanian Maritime Service (Serviciul Maritim Roman or *"S.M.R.")* was established to provide sea transport for passengers, mail and cargo, to and from the Levant (the countries around he Eastern Mediterranean Sea).

On the continent, the S.M.R. had direct connection with the Paris-Ostende-Bucharest-Constantza express train, the rapid train from Berlin and the Romanian express trains, and by continuing on the sea, it assured the shortest route between the large cities of the West and those of the Near East.

The service was organized in such a way that the trains stopped in Constantza at the pier where the ships were waiting anchored and the passengers and the mail were immediatley transferred. On their return from the Orient, the ships found the same trains along the same piers and the reverse transfer was done in the same way. For rapidity and comfort, conditions imposed by the competition to attract the transit between East and West, the immediate transfer was assured without any other formalities, part of the passport and luggage check being done during the travel, and sacks of mail were sorted right on board the ship. This necessited the introduction of special cancels for ambulatory posts.

On the sea, the service was assured by the successive introduction of three groups of vessels, used with certain intercalation.

In the first group, right in the beginning, were the following ships:

MEDEA, bought in Austria on May 31, 1895

METEOR, bought in England on June 3, 1895

COBRA, rented in 1896

INGNAZIO FLORIO, rented in 1896

In the second group were the luxury paquebots:

PRINCIPESA MARIA (the new name for Ignazio Florio) bought in 1897

REGELE CAROL I, built in Glasgow, England, in 1898

ROMANIA, built in St. Nazaire, France, in 1905

IMPERATUL TRAIAN, built in St. Nazaire, France, in 1906

DACIA, built in St. Nazaire, France, in 1907

In the third group were the modern vessels:

TRANSILVANIA and BASARABIA, both built in Copenhagen, Denmark, in 1938.

All these ships also assured, sometimes sporadically, the maritime postal service, probably beginning right from the start of service of the S.M.R. line, on the Constantza-Constantinople route, opened on September 26, 1895.

The S.M.R. passed during the years through various forms of organization, but it always kept the priniciple of systemation on *"lines"* or routes. The creation and/or the changes of these lines resulted also in changes of the service cancels therefore the study of the date cancels used on these ships has to be done with the study of the organization of the maritime navigation service.

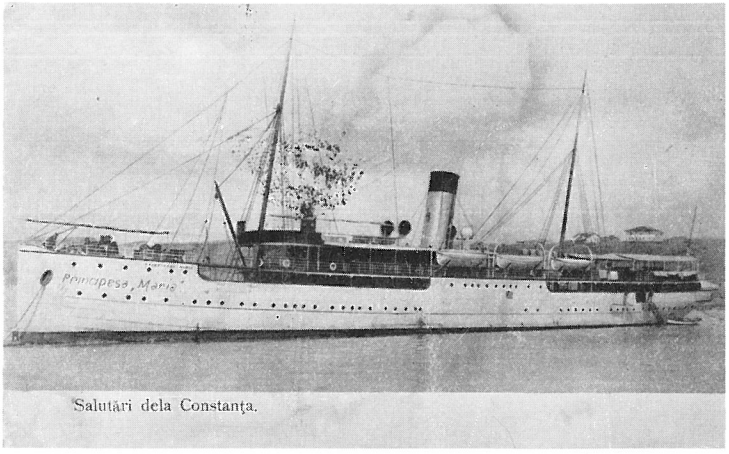
Until now, I found the following routes or lines:

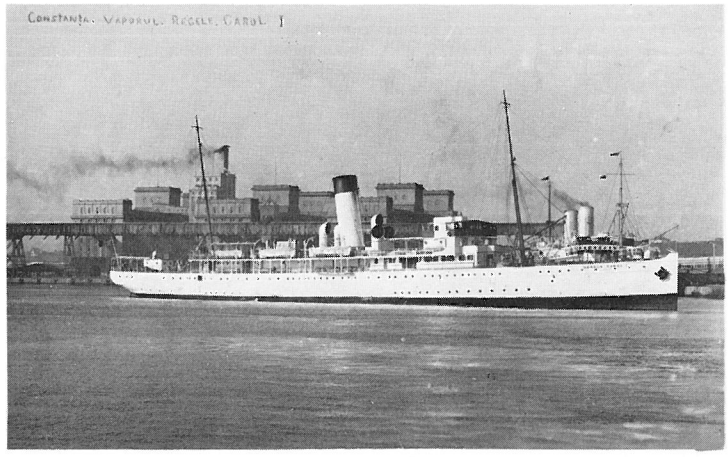
The period before WW I:

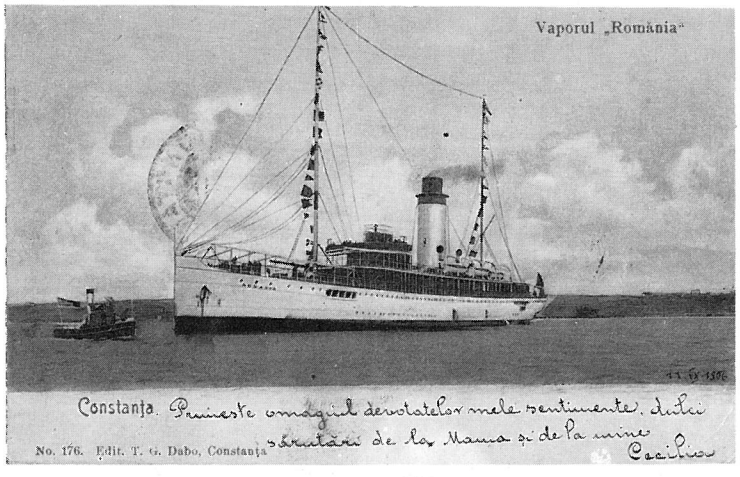
Line I: Constantza-Constantinople (Istanbul),

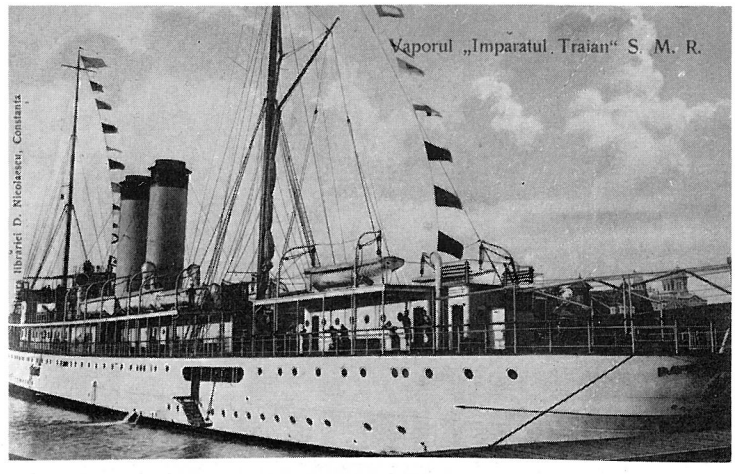
Line II: Constantza-Constantinople-Smyrna (Izmir),

Line III: Constantza-Constantinople-






Vaporul „România"
Constanța. Primește omagiul devotatelor mele sentimente. Dulci sărutări de la Mama și de la mine
Cecilica
No. 176. Edit. T. G. Dabo, Constanța



Piraeus-Alexandria.

The period after WW I:

Line I: Constantza-Constantinople-Piraeus-Alexandria, and retour,

LIne II: Constantza-Constantinople-Piraeus-Beirut-Haifa-Alexandria-Piraeus-Constantinople- Constantza.

Line III: Constantza- Constantinople-Piraeus-Alexandria-Haifa-Beirut-Piraeus-Constantinople-Constantza.

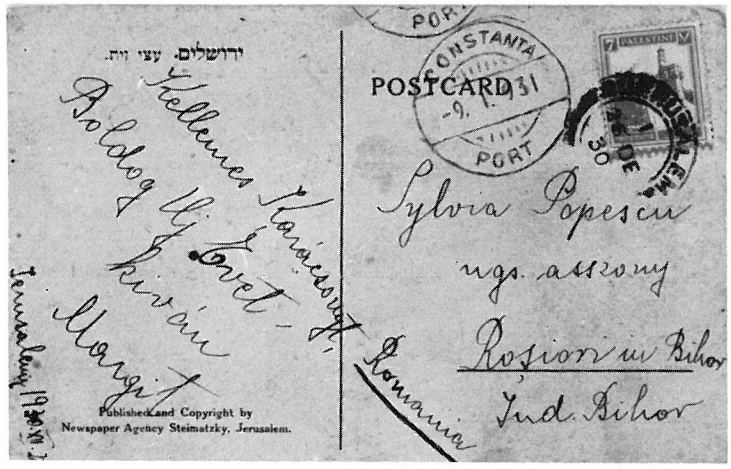
The period before WW II:

Line I: constantza-Constantinople-Piraeus-Alexandria-Haifa-Beirut-Piraeus-Constantinople-Constantza.

Line II: Constantza -Constantinople-Piraeus-Beirut-Haifa-Alexandria-Piraeus-Constantinople-Constantza.

To transport cargo, the following S.M.R.lines operated:

Initial period, starting on August 26, 1895:



Line: Braila-Constantinople.

The period before WW I:

Line I: Braila-Galati-Sulina-Constantza-Rotterdam.

Line II: Bralia-Galati-Sulina-Constantza-Constantinople-Alexandria. and the Syrian ports. Both of these lines were serviced by the following cargo ships: BUCURESTI, IASI, DOBROGEA, CONSTANTA and TURNU-SEVERIN.

The period before WW II:

Line: Galati-Constantza-Constantinople-Salonika-Pireaus-Smyrna (Izmir) -Malta-Naples or Geneva-Marseille Malta (optional) -Piraeus-Constantinople-Constantza-Galati, serviced by the ships ALBA-IULIA and SUCEAVA.

There is a possibility that other routes also existed.

To make it easier to follow the material hereby presented, we suggest for the cancels described here a decimal classification system follows:

1. Cancels used by ambulatory bureaus for maritime posts,
1.1. Date cancels used both on ground and on sea routes,
1.1.1. Cancels used on ground routes,
1.1.2. Cancels used on sea routes,
1.2. Date cancels used only on ships,
1.3. Administrative cancels used on ships,
2. Cancels used on ground for maritime posts,
2.1. Date cancels of the Romanian post offices located on ports of call of the S.M.R. vessels,
2.2. Date cancels of the S.M.R. agencies,
2.3. Administrative cancels of the S.M.R. agencies which were also used for postal purposes.

Before starting the detailed description of the postal cancels used by the S.M.R., which also serviced mail handling between the West and the Levant (via Constantza), we have to mention that during the 1895-1940 period, a great deal of correspondence (to, from and through Romania) was forwarded also by other than S.M.R. ships. It is assumed that some of the mail sacks were either given to other ships to be delivered directly to the post offices in the ports of call or were given to S.M.R. cargo ships for delivery. We present here, in support of this, two postcards that were sent to Romania, which do not have the specific markings of the S.M.R., but which were forwarded by sea.

The first one is an illustrated postcard mailed from Constantinople, on May 1, 1899, to Hateg, which went part of its journey by ship, from Constantinople, VIA CONSTANTA.

The second one is also an illustrated postcard which was mailed from Jerusalem, on December 26, 1930, to Rosiori-Bihor, and resorted on January 9, 1931 at the CONSTANTA-PORT post office proving that it came by sea and was delivered to the sent office in the searest port, to be sent to its destination.

1. Cancels used by the ambulatory bureaus for maritime posts.

The cancels used by the ambulatory bureaus for maritime posts are known in the specialized literature under the generic name of *"ship cancels"*. We avoided this name because for the first period of these cancels, we do not have reliable data, only presumptions.

It is known that the *"ship cancels"* were applied on board the ships during navigation either by a postal clerk (where and when one existed) or by a member of the crew specially designated for this purpose, who along with his basic duty also did postal work.

We cannot overlook the provision of a convention which stipulated that (in the first years S.M.R.) the mail sacks had to be accompanied by an employee traveling through the whole journey. Because it is assumed that an employee was really used, without doubt he had to have on him a canceler to mark the correspondence received on route. Therefore, we believe that at certain times, some ambulatory bureaus operated both on ground and sea.

1.1. Date cancels used both on ground and sea.

The introduction of rapid transportations such as the Paris-Bucharest-Constantinople line (in 1888) or the Berlin-Bucharest-Constantinople line (on June 28, 1898) made necessary the use of ambulatory post cancels which mentioned both route ends, to mark the correspondence received on route. These types of cancels can be divided into two categories because though the mail was not resorted at transfer, it seems that at certain times, on the ground route one set of cancelers was used while on the maritime portion of the route, another set of cancelers was used. This resulted in two types of cancelers, differentiated by their use and their design.

1.1.1. Cancels used on ground routes.

The postal cancels of this category normally should have been included among the railroad type ambulatory cancels. Two reasons determined their listing among the postal cancels used by the maritime navigation service:

1. because one end of the route was Constantinople, they were obviously used also at sea,

2. it is assumed that these cancels were used on the entire route, ground and sea.

Until now, the following cancels of this type were reported:

S.M.R. - 1.1.1.1. Large elliptical cancel (jumbo size), 56 x 33.5 mm, with text and ornament on 5 lines: EXPRESS/ PARIS-CONSPOLI/date: day, 3 letters of the

month, year, all four numbers (e.g. 25 JUL 1896) /an ornament/BUCURESCI, an emblem (postal horn), CONSPOLI.

S.M.R. 1.1.1.1

S.M.R. - 1.1.1.2. Same format. Probably the return pair of the previous cancel. The text was reported but drawing was not presented: EXPRESS/CONSPOLI - PARIS/date/ornament/CONSPOL - emblem (postal horn) - BUCURESCI.

S.M.R. - 1.1.1.3. Same format. It is noted the change of the emblem on line 5: EXPRESS/CONSPOLI - PARIS/date (e.g. 27 APR 1897) /ornament/CONSPOLI - railroad emblem (wheel with wings) - BURCURESCI.

S.M.R. 1.1.1.3

S.M.R. - 1.1.1.4. Same format. It is noted the further abbreviation of the name Constantinople in COSPOLI (without N). The inscription was reported but drawing was not presented: EXPRESS/ COSPOLI - PARIS/date/ornament/COSPOLI - emblem (postal horn) - BUCURESCI.

S.M.R. - 1.1.1.5. Same format. It is noted the change of the previous ornament, before and after the word EXPRESS, from two arrows to two *"white crosses"* made by combining four arrowheads: EXPRESS/OSTENDA - CONSPOLI/date (e.g. 10 APR 1896) /ornament/BUCURESCI - CONSTANTA - CONSPOLI.

S.M.R. 1.1.1.5

S.M.R. - 1.1.1.6. Same format. The return pair of the previous cancel: EXPRESS/conspoli - OSTENDA / date (eg. 20 APR 1896, 10 MAI 1896, 12 MAI 1896, 12 JUN 1896) / ornament / conspoli d CONSTANTA - BUCURESCI.

S.M.R. 1.1.1.6

S.M.R. - 1.1.1.7. Same format. The ornament before and after the word EXPRESS was changed again into two rhombic stars with linear rays and the ornament from the 4th row disappeared: EXPRESS/CONSPOLI - TURQ/date (e.g. 12 MAR 1898) /CONSTANTA-BUCURESCI.

On these *"jumbo size"* eliptical cancels it can be observed a variety of ornaments and special emblems, which could have had some service meanings.

1.1.2. Cancels used on sea routes.

These cancels are quite different from the ones previously described; they are round with two concentric circles.

S.M.R. - 1.1.2.1. Double circle cancel, 30/20 mm, between the circles it reads: BUCURESCI-CONSTANTA-CONSPOLI. On the bottom is a small ornament; a *"white cross"* made up of four small squares arranged as *"window panes"*. In the center, on a single line, is the date (e.g. 21 APR 901, 25 NOV 897).

S.M.R. 1.1.2.1

S.M.R. - 1.1.2.2. Same format, 30/19 mm. The return pair of the previous cancel. Between the circles, it reads: CONSPOLI-CONSTANTA-BUCURESCI. On the bottowm a *"white cross"* ornament. In the center, on a single line, is the date (e.g. 7 FEB 900). Other reported dates: 3 OCT 905, 24 APR 908, 10 APR 909, 25 JUL 911.

S.M.R. 1.1.2.2

S.M.R. - 1.1.2.3. Presumptive: BUCURESCI-CONSTANTA-COSPOLI. The ornament changed into a postal horn.

S.M.R. - 1.1.2.4. Double circle type cancel, 30.5/19 mm. Between circles the text reads: COSPOLI-CONSTANTA-BUCURESCI. The postal horn is at the bottom and the date is in the center on a single line (e.g. 15 MAI 896).

S.M.R. 1.1.1.4

The spelling COSPOLI (without *"N"*) instead of CONSPOLI is noted on this cancel, as well as on the previous one. It appears that the two pairs of cancels (one with CONSPOLI, the other with COSPOLI) were used on two different ships, operating on the same route.

We believe that these cancels were used on the sea portion of the Bucharest-Constantza-Constantinople route, and return, based on the general aspect which is different from those used by the railway ambulatory post offices during that time. Furthermore, a provision of the convention concluded on July 1, 1897 between the General Directorates of the Posts and of the Railroad Administration, which stipulated the following: *"The ship postal service will be carried out by an officer of the ship authorized to exchange the mail with the Constanta and Constantinople offices, on board ships"*. It results that the person commissioned with postal services had to have on him a cancel which normally could not be transmitted to another person.

To Be Continued.

COMMENTS on published articles can be sent directly to the authors.

INQUIRIES regarding the ROMANIAN PHILATELIC CLUB or the ROMANIAN PHILATELIC STUDIES can be sent to the editor.

An answer to "IS THIS OVERPRINT LEGITIMATE?" by P. VOICULET-LEMENY, Str. Dimitrie Onciul No. 16, 70313 Bucharest 3, Romania

Regarding the question raised by Don Heller in No. 4/1978, I would like to point out that the *"1948"* overprint on the *"Scutit de taxa postala"* stamp is unknown in Romania therefore is without doubt a forgery made abroad. This stamp was used by the *"King Michael Foundation"* but the monarchy was abolished on December 31, 1947, therefore a *"1948"* overprint on this stamp does not make any sense.

On the other had, some of these stamps were legitimately overprinted with *"PRIN AVION"* (Air Mail).

IDENTIFICATION PROBLEMS SURROUND RAILWAY TRANSPORT CORRESPONDENCE

Reprint from LINN'S STAMP NEWS, December 25, 1978
by WING CMDR. R.F. BULSTRODE, London, England

After the end of World War I, transport and distribution of goods in central and eastern Europe were chaotic. Most areas had acute shortages of some essential commodities and simultaneously a glut of other goods.

But the railways were almost powerless to keep the necessary transport moving, as well-armed gangs of bandits were holding up goods trains and leaving them rifled and badly damaged, particularly near the new frontiers of countries which had not yet developed the authority or power to cope with the problem.

Switzerland was hard hit by this situation as it was faced with two tasks — to restore its international trade which had been devastated by the war and to repatriate its citizens who had been isolated in other countries and were still unable to return.

The solution was found by providing armed Swiss Army escorts for trains from Switzerland to Austria, Czechoslovokia, Poland, Hungary, Yugoslavia and Romania and back.

The Swiss forces, having been neutral, were acceptable in all the countries in which they traveled. Being well trained, well armed, including antiaircraft weapons depressed to deal with ground targets, and being volunteers and not war weary, they rapidly earned the respect of the bandits.

Only one Swiss-guarded train was attacked. The attempt was noisily repulsed with the Swiss firing a lethal shot, and no loss ever occurred from any of the Swiss Army's trains.

The Swiss escorts traveled in considerable discomfort as the federal railways, fearing the loss of their rolling stock, provided the oldest means possible.

In wet weather, the troops had to take refuge under tarpaulins and umbrellas in their closed freight trucks.

The philatelic interst of these voyages, some of which took months to complete, centers on the envelopes and post cards sent back to Switzerland by crew members, both to official and private addresses.

Such items should always have been franked with the postage stamp of the country in which they were posted, regardless of any special train stamps which may have been issued during the particular trip. But odd things sometimes happened.

The route normally followed by the trains from Poland (Polenzug) was from Cuchs (St. Gallen) on the Swiss-Austrian border via Innsbruck-Salzburg-Linz-Vienna-Teschenstochau-Lodz to Warsaw.

The Romanian trains followed the same route to Vienna, then Raab-Budapest-Grosswardein-Klausenburg-Tovis-Schaessburg-Kronstadt-Ploesti to Burcharest.

Now for the first complication. Many of these names, and names of places from which correspondence was posted en route, have changed once, twice or even thrice since 1919.

These changes are due to political and linguistic reasons as frontiers and governments altered.

The second complication is the peculiar mixture of franking, cancellation and registration labels to be found on a single item.

Romanain franking with Hungarian cancellation and Romanian franking with Hungarian registration labels are accounted for by the fact that, for a time, the Romanians were occupying part of Hungary and provided their own stamps but evidently used Hungarian postal staff and equipment.

The Romanians do not appear to have had registration labels in their own country, and their cancellations are usually blurred, often illegible.

Hungarian cancellations are, by contrast, generally beautifully clear.

A card bearing a Hungarian stamp with a Bern circular datestamp is probably due to its not being canceled in Subotica (Yugoslavia), where it was posted, and the Swiss official's using his normal *"chop"*, instead of the correct double-circle dumb killer, which was properly used in other cases with Romanian and Austrian franking.

A cover from the 25th Romania train, originating apparently in Vienna, bears only Swiss stamps (total 30 centimes) and a Bern registration label, as well as a Bern Bundeshaus cancellation.

Was this carried by the escort commander to oblige the official of the Swiss Embassy, Vienna, and then posted in Bern? Certainly, postal regulations were broken.

The third complication is how to recognize guarded train correspondence. The wording, style,, size and color of handstamps used kept changing.

The only train to use a green ink pad seems to be the 5th Poland train, with a straightline *"Escorte Commerciale Suisse"* and a Swiss cross at each end, 6 centimeters long.

The escort commander's chop had *"le Commandant"* immediately below the main inscription.

The most popular chop used on many trains bore *"Escorte Commerciale Militaire Suisse"* in two lines surmounted by the Swiss cross in rays, length 6.1cm., in mauve or blue.

Late in its life, one of this type was modified by the excision of the word *"MILITAIRE,"* leaving a lopsided effect.

The Swiss cross in rays appears above the legend "ESCORTE COMMERCIALE SUISSE" on this chop. The word "MILITAIRE" has been omitted.

EARLY NAMES	LATER NAMES	LOCATION
PRERAU	PREROV	160 km NNE of VIENNA
TSCHENSTOCHAU	CZESTOCHOWA	110 km S of LODZ
LODZ		110 km SW of WARSAW
RAAB	GYÖR	110 km sw of BUDAPEST
GROSSWARDEIN	NAGYVARAD, ORADEA MARE	55 km SSE of BEKESCSABA
KLAUSENBURG	KOLOZSVAR, CLUJ	260 km NW of PLOESTI
TÖVIS	TEIUS	80 km S of CLUJ
SCHAESSBURG	SIGHISOARA	90 km NW of BRAŞOV
KRONSTADT	ORASUL STALIN, BRASOV	85 km NNW of PLOEŞTI
PLOESTI		60 km N of BUCHAREST
BISCHOFSHOFEN		44 km SE of SALZBURG
ZEMUN	SEMLIN	Across river from BELGRADE
BROD	BOSNIAN BROD	210 km WNW of BELGRADE
PURKERSDORF		14 km W of CENTRAL VIENNA
ZAGREB		190 km WNW of BROD
SZABADKA	SUBOTICA	170 km SSE of BUDAPEST
KIRÁLIHIDA	BRUCK	ESE of VIENNA, now Austria
SZOLNOK		90 km ESE of BUDAPEST
BÉKÉSCSABA		180 km SE of BUDAPEST
ORŞOVA		170 km E of BELGRADE
TEMESVÁR	TIMISOARA	120 km NNE of BELGRADE
MARCHEGG		35 km E of VIENNA

Another type had, in one line, a star containing the Swiss cross at each end and *"Schweiz Militarische Handels-Escorte."* Sometimes the *"Rumanienzug"* train number was added below.

The 5th Romanian train made up two straightline chops, one in German and one in French, giving the train number.

The least common seems to be an oval type, 4.7cm. long, bearing *"Schweizerische Handelseskorte"* in the outer oval and the Swiss cross in rays in the center.

The 10th Romania train has a chop with *"Schweizerische Handelseskorten,"* 7.1cm. long, above *"Rumanienzug No. 10"* and surmounted by a plain shield bearing the Swiss cross, all in red.

A smaller chop was introduced, apparently late in 1920. It is 4.6cm. long, reading *"Schweizer Warentransport"* below the Swiss cross in rays, usually in blue.

A French-language version also exist — *"Transport de Commerce Suisse"* — of the same size.

Another one, looking as if it were made up of movable type, reads *"Schweizer Handelsescorte,"* 6.4cm., as the top line, and *"Rumanienzug No."* below, leaving space for the manuscript insertion of the train number, used on Romania train No. 22.

Another chop, also of movable type, reads *"Transport Nr. 25,"* 6.3cm. long, with marks below the figures suggesting they were shifted for use on other trains.

Many trains seem to have had no rubber stamp and relied on manuscript notes on covers to identify their sendings. Private post cards can sometime only be identified by the messags written on them — the ones on the return journey usually being the most enthusiastic.

The fourth complication is to work out what trains went where, the approximate trip timings, name sof escort commanders, and any other details.

Three trains issued special trains stamps with no franking value. These were No. 5 Poland train, Escort Cmdr. Capt. Fred Bieri, stamps printed at Warsaw; No. 10 Romania train, same escort commander, printed at Bucharest; and No. 12 Romania tran, Escort Cmdr. Oberleutnant Robert Bieri (not related to Capt. F. Bieri), printed in Bucharest.

These are the sole trains whose correspondence, on the return journey only, may be identified by special sticker.

Official records in Switzerland, to help us with these trains, are almost completely lacking. The surviving military records are of no help to us, and the chances of anything useful being available in the Federal Civil Archives or the federal railways records are extremely slim.

My main sources of information have been the late Maj. Fred Bieri (Capt. Bieri of the trains), whose friendly and acknowledgeable help was quite invaluable, and the few collections I have been able to locate and examine.

A Hungarian friend, who was living in the right area at the time, gave valuable aid in place identification and even caused my own collection to become more surprising.

Of the three train stamps, No. 5 Poland train issued plain typeset stamps in red on yellow paper reading *"5 POLENZUG WARSAWA JULI 1919"* and with the Swiss cross in red.

No. 5 Poland train issued plain typeset stamps in red on yellow paper with a red Swiss cross.

These were printed in Warsaw late in July 1919, and ones used on cover without any national franking were canceled at Warsaw *"by favor"* and could not have been carried by the postal service.

Maj. Bieri admitted to me that someone in the train crew had been naughty in this respect.

The 10th and 12th Romania trains both had stamps lithographed at Bucharest by Carol Gobh-Rasidescu. Both are two-colored, the first in red and green reading *"Rumanenzug No. 10 Bukarest Dez 1919"* and the second, *"12 Rumanenzug Nov. 1919-Febr. 1920 Bukarest"* in red and gray.

The latter train stayed so long at Bucharest that many of the stamps bear manuscript or typescript overprints of later month.

The 10th and 12th Romania trains had stamps lithographed at Bucharest by Carol Gobh-Rasidescu.

The addressing of official letters from the trains of Bern varies considerably but is usually quite straightforward with only the letters "WRT," which sometimes occur, causing a puzzle.

They stand for "Warren und Ruckwanderer Transport ' showing that the trains were being used for transport of goods and repatriated Swiss citizens.

For the earlier journeys, which bristled with unforeseen problems, the escort commanders were Swiss Army captains.

As the organization became smoother, first lieutenants (Oberleutnant were entrusted with the task, and finally, lieutenants took over.

In parallel with the military, civilian guards were also operating, sometimes in charge of one truck only. These men were not always very successful, lacking either the cash or the initiative to lubricate the system with adequate donations to (sometimes) highly acquisitive Balkan authorities

The record was probably held by a civilian whose train remained stationary at Kronstadt for over four months.

TRAIN No.	ESCORT COMMANDER	Dates out and back to Buchs	1st & last known dates on route
5 POLAND	Capt. F. Bieri	7.22.1919-8.19.1919	
5 ROMANIA	?		8.14.1919, 9.12.1919
8 "	Capt. Holzach		
9 "	Capt. Gaffner		
10 "	Capt. F. Bieri	10.26.1919-1.11.1919	
11 "	Capt. Holzach		
12 "	Oblt. R. Bieri	Sept.1919-April 1920	
13 "	Oblt. Charles Dubois		
17 "	Oblt. Kehr		
18 "	Lt. A. A. Haas		
20 "	Lt. Bucher		11.18.1920, 11.29.1920
21 "	?		11.24.1920, 12. 2.1920
22 "	Lt. A. A. Haas		12.22.1920, 1.26.1921
25 "	?		Posted in Bern 3.10.21
27 "	A. Kellenberger		6.19.1921
30 "	A. Kellenberger		9.12.1921
33 "	A. Kellenberger		

THE RIVER-POST OF ROMANIA

by DR. L.N. CRISTEA

Tengstrasse 20, Apt. 304, Munchen 40, W. Germany London S.W. 4-0AA, 45 North Side, England

The development of Romania's river-mail services, just as those of the sea and rail-mail, reflect the economic development and political self-assertion of the Romanian nation. As it was to be expected, the Danube offered the first chance of a regular river-mail service. Letters starting from and addressed to Danubian ports were carried, ever since 1829 by the Austrian Danube Steam-Ship Company, known by its initials DDSG. Between 1865-1868 the Russian Steam-Ship Company for Trade, followed in the last decade of the XIX century by the little known Russian Black Sea-Danube Steam-Ship Company (See: Stamps of the Russian Empire used abroad 1957, Part I pg. 72, by Tchilinghirian/Stephen), also carried mail for and between Romanian ports. A further mail facility existed at Cernavoda (Czernawoda) where, since 1867, the *"Danube Black Sea Railroad Co."* (DBSR) accepted mail, for conveyance to and from Romania. But all these were, of course, foreign postal services, of a private or local character.

Under Prince Cuza's reign (1859-66) initiatives were taken to put an end to the foreign postal services in the Romanian Principalities. But only after his resignation, under Prince Carol I, in 1867 a Convention signed with Russia, ends the Russian and two years later a similar agreement (31 March 1869) with Austria attempts to stop the Austrian postal facilities. Austria found some procedural excuses to delay further the ending of her postal privileges. It took another Convention to end Austria's obstruction.

In so far as the river-post was concerned, a special agreement, between the Romanian Postal Authority and the DDSG (1. 5. 1975) insured that a Romanian postal-official, on board the DDSG ships, received and handled all mail. Letters, newspapers and samples were transported free of charge, but revenue from packages was shared between the Romanian Post and the DDSG.

Thus started a 4 times a day postal service between BRAILA and GALATI, and 4 times a week between TURNU-SEVERIN and GALATI. The same year a Romanian rowing boat insured a daily mail exchange service between TURNU-SEVERIN and CLADOVA (on the Serbian side of the Danube).

The DDSG ships maintained a 3 times a week postal service between GIURGIU and ROUSTCHIOUK; a 2 times a week between CALAFAT and WIDDIN and a 3 times a week between GALATI and TULCEA.

These services were greatly affected by the Russian-Turkish war, of 1877/78, when traffic on the Danube was suspended or was of a military (and thus local) character.

This war became also Romania's war of Independence, with the recovery of Dobrudja (the province between the Danube and the Black-Sea), but - helas - with the loss of the three Southern counties of Bessarabia: Bolgrad, Cahul and Ismail, annexed by Russia.

Starting with 1879 therefore we find the following services:

BRAILA - MACIN (by rowing boat), 4 times a week.

GALATI-ISACCEA-TULCEA (by DDSG ship) 6 times a week.

TULCEA - SULINA (by DDSG ship) 5 times a week.

CALARASI - OSTROV (by rowing boat) 3 times a week.

These were followed, in 1885, by a formal Convention with Bulgaria, for regular low-tariff services, between:

CALAFAT - WIDDIN; GIURGIU - ROUSTCHIOUK and OSTROV - SILISTRA, which lasted till the 1912/13 Balkan-Wars.

Romania's first State River Company

In 1889 the Romanian Government creates the N.F.R. (Navigatia Fluviala Romana) Company, Romanian river-crafts start transporting mail and passengers in 1893, on the following streches of the Danube:

BRAILA - MACIN; BRAILA - SULINA; CALARASI - OSTROV; GIURGIU - ROUSTCHOUK and CALAFAT - WIDDIN.

The same year Romania acquires a DDSG ship (the *"Orient"*, re-named *"Stefan cel Mare")* for the GALATI - BRAILA service.

With the opening of the Cernavoda rail bridge (19 September 1895) over the Danube a part of the previously river/rail mail became exclusively rail mail, as far as Constanta, where it connected with the sea-post facilities of Romanian or Foreign Sea Companies.

Romania developed its river services fairly fast and by the end of the first decade of the 20th century 12 river-craft under Romanian flag were transporting passengers, mail and goods on the Danube.

The Philatelic development of the River-post

From a philatelic point of view, the actual river-mail started in February 1872, when a letter from CALAFAT to BRAILA, franked with a pair of the 5 Bani 1871 stamp, left the first named town 'CU VAPORU' (by ship), as can be seen in Fig. 1.

Similar letters are known throughout 1872, but only from Calafat, which is somehow astonishing, given the fact that the same boats which served Calafat were calling also at other Danube ports. Nevertheless, the letters from Calafat are the only ones found, so far, with 'CU VAPORU', and as such must be considered the forerunners of the actual river-post marks.

Fig. 1

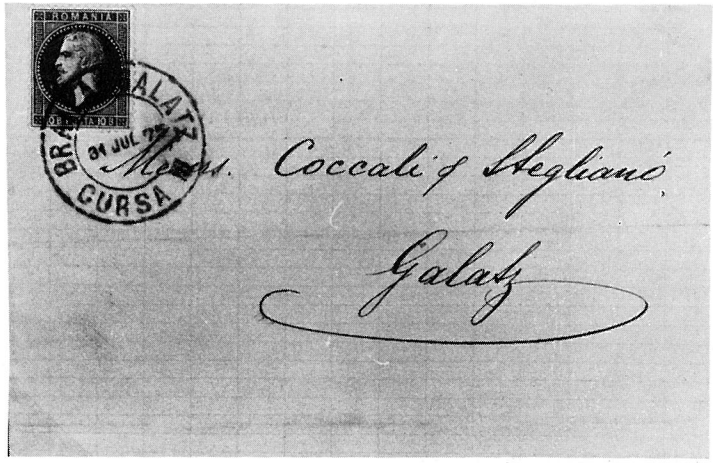


Fig. 2

As we have mentioned "forerunners' it is only correct to record that early in the 19th century letters were disinfected in certain Danube Quarantine Stations, on crossing the Danube into the Romanian Principalities. Although no special marks record the crossing, the disinfection mark in itself is a proof that the letter was conveyed by boat across the river.

two important Danube ports. From these ports mail could be conveyed further, by ships abroad, or by rail to Romania and other European countries.

The folowing full cancellations have been recorded:
BRAILA - GALATZ:
CURSA II 14 APR 77, 15 APR 77
CURSA III 24 JUN 76, 31 JUL 75

date line.

The BRAILA - GALATI and GALATI - BRAILA postmarks are known also on later issues, sometime with manuscript indications, of date and service, in violet ink. (See Fig. 6)

The figurative postmarks of the river-post (See Fig. 7.)

CARTĂ POSTALĂ.
TH. MENDL
GALAȚ - BRAILA
OBSERVAȚII PENTRU INTREBUINȚAREA CĂRȚILOR POSTALE.
1. Cărțile Postale se vindă particularilor la biurourile telegrafo-postale pe valoarea lor nominală.
2. Pe fața Cărții nu este permis a se scrie de cât numai adresa iar dosul este reservat pentru corespondență
3. Adresa urmează a fi scrisă exactă și lămurită și pe cât posibil completă.
4. Nu se plătesce nimică aducătorului.
5. Cărțile Postale se potă recomanda ca și sorisoarele plătinduse dreptul de înregistrare.
Tiraju—1878

Fig. 3

Fig. 4

In a special class must be considered the military mail which crossed the Danube during the War of Independence, but as no special marks were used, for such mail, it remains - to a great extent - a purely academic question.

The first special river-mail postmarks

The first stamps cancelled with post-marks related to the river-mail services were those of the 1876/79 Bucharest issue and a few of the 1872 Paris printing (which came late into use) after 1875. The earliest date known to me is: 31 JUL 75 on a 10 Bani 1872 stamp (letter from Braila to Galati); the postmark reads: BRAILA - GALATZ /31 JUL 75/CURSA III. (See Fig. 2).

From official information and mail recorded, there were four return services (CURSA I, II, II AND IV) between these daily

CURSA IV 17 AUG 76, 23 SEP 76

For the return journev I have only one complete strike: GALATZ - BRAILA:
CURSA II 23 NOV 78
(See Fig. 3).

A similar mark, but with a posthorn instead of the CURSA came into use shortly after. Besides the actual route: GALATI - BRAILA the mark carries only the date and the posthorn. But on the same card the arrival post-mark reads:
BRAILA/18 SEP 898 C sa 4/posthorn (See Fig. 4).

The actual number of the services, therefore, is transfered to the arrival post-mark.

A slightly different arrival mark replaced, in 1910, the posthorn with a star and the number of the service appears as a Roman figure (See Fig. 5) at the end of the

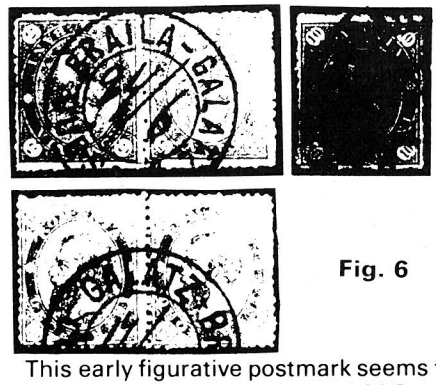


Fig. 6

This early figurative postmark seems to have come into service in mid-1897 and remained in use till 1914/16. We can only surmise that the flag was the Romanian flag with its three colours arranged horizontaly, instead of vertically and that the boat in itself was similar to the small

Fig. 5

Fig. 7

craft plying up and down the Danube. We do not know if the 'route-line' of the postmark was fixed or mobile, as the date line. The routes recorded so far are:

SULINA-TULDEA	**GALATI-CERNAVODA**
TULCEA-SULINA	**CERNAVODA-GALATI**
TULCEA-GALATI	**GALATI-SULINA**
GALATI-TULCEA	**SULINA-GALATI**

This last route represents an exception, in the sense that it misses out an in-between port. Starting from the mouth of the river the sequence is: Sulina-Tulcea - Galati-Braila and then Cernavoda.

The Sulina - Galati postmark, judging from a photo, seems to have the S of SULINA at the start of the wave (which is in front of the ship's bow) and not in the middle of the wave as is the case with the S in the Sulina - Tulcea mark, or all the other initial letters of these figurative marks. As I have not seen the GALATI - CERNAVODA mark I cannot record its first letter position with reference to the above mentioned wave.

The CALARASI - SILISTRA - OSTROV postmark

A small single-circle (dia. 26mm) mark, with vertical shading lines in two spandrels, above and below the date line, carries the inscription CALARASI - SILISTRA - OSTROV. I cannot reproduce the postmark because the two strikes in my collection are very faint. They both appear on 5 Bani stamps, green, of the 1909/14 issue. Their respective date-lines read: 8 APR 911 and 25 JUL 912. A Romanian author, Grigore Cuculis in FILATELIA No. 12/1976, records a letter with the same mark, dated 15 MAR 916, letter addressed to Tulcea. The letter is illustrated, but its poor condition makes impossible any further study, or reproduction.

This service started sometime in 1880 and the fact that we do not know any previous mark might mean that no such mark existed. The only definite fact is that Romania and Bulgaria signed a Convention in 1885 opening a regular service between OSTROV and SILISTRA. Later still, this service, instead of using a rowing boat, sent the post by the two local ships Cernavoda and Borcea (See article of G. Cuculis mentioned above).

The Local-Service: Giurgiu - Roustchouck

In 1875 the DDSG ships were conveying mail 3 times a week between these two important Danube ports, located face to face on the Romanian and Bulgarian banks of the river. This service was an important link for the trans-continental rail-mail services to Constantinople via Bucharest. Ten years later, in the 1885 Convention, this river crossing was confirmed and regularized. The postal history proof we have are all the letters recorded with the special cancellation:
VAPORUL LOCAL GIURGIU/23 MAR 901/ROUSTCHOUCK recorded, among others, by Mihai Bauer in a study in 'Indreptarul Filatelistului' 1970/71, pg. 166. Similar items exist in several Romanian and also in a few West-European specialized collections. (See Fig. 8)

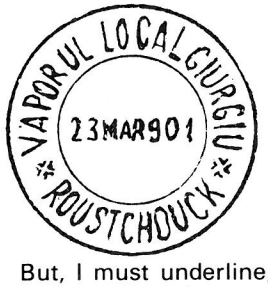


Fig. 8

But, I must underline, that no such - even late - mark were found for the services:
Turnu-Severin - Cladova (created in 1875)
Calafat-Widdin (1875)
Galati-Tulcea (1875)
Braila-Macin (1879)

After Second World War river-post marks

In Mihai Bauer's study are listed special river-mail services, introduced on certain stretches of the Danube, like:
SULINA - GALATI/VAPOR (1965) and Sf. GHEORGHE - TULCEA/VAPOR (1962)
These cancellations were illustrated by M. Bauer and I add their reproduction here to help those who do not know or have access to Indreptarul Filatelistului 1970/71. (See Fig. 9)

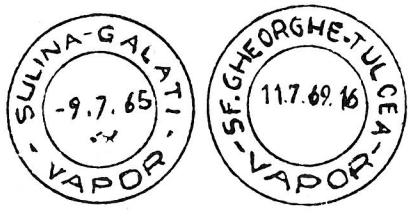


Fig. 9

The 'AMBULANT' Danube postal services

I have left till last another two cancellations, which I have found on Romanian stamps, because their history is not yet clear and further study is required. We must still discover on which stretches of the river they worked and when. But I consider it essential to record here what I know in order to make it easier for others to inform this publication, or others, of their own items.

In my collection are for the time being two sets of these marks.
The first reads:
BUROU AMBULANT DUNAREN No. 1 (2 and 3)
The two complete strikes are dated 12 OCT 88 and 10 SEP 87 and refer to BUROU AMBULANT No. 2 and No. 3. The lettering of these double-circle marks is slightly different for the three services.

The second reads:
AMB. DUNAREANA No. 4/19 JUL 89/five point star

In a recent German auction-sale the same mark, dated 15/NOV/88, appeared on a Bulgarian post-card (Ascher nr. 1) as a transit mark. This is the only complete strike on a circulated item and I reproduce it here (See Fig. 10)

Fig. 10

It should be noted that this No. 4 might be related to the 3 previous ones, but the actual wording is different. It would be premature to draw conclusions. More reserch is needed and especially more such items.

Before ending this short study of Romania's river-mail services, I would like to add that it must be related to the Romanian sea-mail and the International Trans-Continental rail-mail services.

REVIEW: BY GEORGE McNAMARA, Romania—part of Scott 1979, Volume IV, released by the Scott Publishing Company, 3 East 57 Street, New York, N.Y. 10022.

Scott devotes 60½ pages to the issues of Romania. The treatment is general in nature, split into sections of postage, semi-postal, airpost, dues, etc. There is little of specialized listing outside of the footnotes liberally sprinkled throughout the text.

The major problem with Scott is the inconsistency of listings. The Cuza stamps are mentioned though unissued, while the Ferdinand series of 1917 are passed over. The types of the 2, 3, and 5 lei issue (1920-6) are listed; the 50 bani types are footnoted; the types of the 1 lei are left out.

Another problem for the user is the practice of photographing only one stamp of a set, particularly in the postwar area. However, the quality of the paper is improved over last year, and the illustrations are quite clear. The print is much easier to read also.

Local, telegraph stamps, and similar categories of postal paper are not listed, nor are these listed for other countries. Occupation stamps are listed with the country in which they saw usage.

The problems with the Scott approach, nonetheless, are far outweighed by the service this catalogue supplies to the collector of Romanian stamps. It is the only catalogue in English, and there is continual work being done to achieve more exact and clear information. In line with this aim, any corrections or suggestions, sent to the above address attention Mr. James B. Hatcher, would be appreciated.

EARLY ROMANIAN TELEGRAM FORMS (part II)

by DUMITRU PASSALEGA, Aleea Brancusi, bl. A2, sc. 2, et. 11, apt. 9, 1100 Craiova, Romania

In 1905 the telegram forms withdrawn in 1902 were reintroduced but with other values and number of words. Through the postmaster general's memo No. 37, 920 of September 18, 1905 it was explained:

"On September 15/28, 1905, domestic telegram forms and domestic telegraphic greeting cards will be introduced. The domestic telegrams forms are of three values, as follows: 60 bani, besides the address it could contain only three words for text and signature, 75 bani, same with the six words for text and signature, 1 leu, same with only 11 words for text and signature. The price of these forms included the fixed tax of 35 bani. The forms for telegraphic greeting cards had a fixed value of 25 bani". (Bul. tel.-postal No. 19/1905, page 205).

The same memo stipulated some additional ways to use the telegram forms, such as the possibility of applying supplimentary adhesvie stamps on the forms in case the sender wrote more words than he was entitled to by the value of the form, charging five bani for every extra word. By the same memo, the postmaster general ordered the postmasters to make sure that the telegram forms deposited in the special boxes are picked up as often as possible; from one pick-up to another should not pass more than 10 minutes.

These three telegram forms issued in September 1905, were made of thick, white paper of very large size (238-240 x 160-165 mm), vertically divided in two parts: the left one, narrower (around 45 mm), had printed instructions for its use (on 27 lines). The right side, wider (about 195 mm), contained the title and space for the recipient's address, the text of the telegram and the signature. On the upper-right side there was a printed stamp of the *"Wheat Ear"* type. The 60 and 75 bani stamps (inexistent in the adhesive stamps sets used then) were monochrome (60 bani, orange-red; 75 bani, brown). The 1 leu stamp was bicolor (black and green) similar to the adhesive stamp of the same value issued in 1903 (Scott #145).

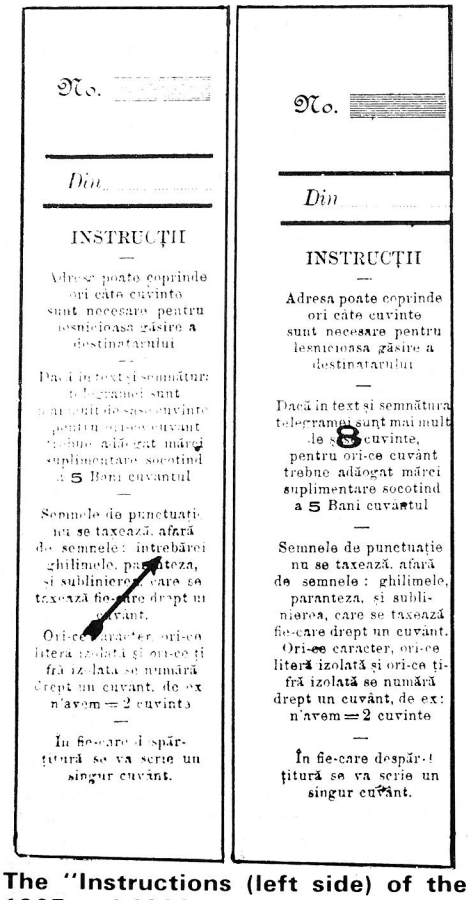
On the back of these three telegram forms issued in September 1905 were printed *"Instructions for the use of the telegram forms"*, one of them specifying that *"the use of the forms is entirely optional, the public could present the telegrams to the windows as usually, if they want to get a receipt for the sent telegram"*.

Concomitantly with these three telegram forms, in September 1905, a new domestic telegraphic greeting card was introduced. This was made of white cardboard, large in size (165 x 114 mm), with a 25 bani printed stamp of the *"Wheat Ear"* type.

This is different from the one issued in 1900 not only by its larger size but also because it is divided in two parts instead of three. The form of 1900 was not in use at the same time as the new one because it was withdrawn as result of memo No. 39,116 of September 26, 1905, in which the general directorate ordered the telegraph-post offices to *"submitt all the 25 bani telegraphic cardboard greeting cards of the old issue"* (Bul. tel-postal No. 20/1905, page 232).

Although for the new 60, 75 bani and 1 leu telegram forms additional conveniences were provided, with all the publicity, the use of these forms was quite limited. From September 15, 1905, to December 31, 1906, 5, 322 forms of 60 bani, 3,410 forms of 75 bani and 1,111 forms of 1 leu were used. One the contrary, during the same period 109,703 telegraphic greeting cards were used (from the statistical data of the General Director's report for April 1905-April 1907, page 174).

As we have shown, the telegram forms issued in September 1905 had on the left side a set of *"Instructii"* (Instructions) in 27 lines, no *"Observatii"* Observations) in 12 lines as indicated in various catalogues. The third paragraph of these instructions listed the punctuation marks which, form the point of view of the postal rates, were considered as words. Among these punctuation marks was also the *"question mark"*.



No.

Din

INSTRUCȚII

Adresa poate coprinde ori câte cuvinte sunt necesare pentru lesnicioasa găsire a destinatarului

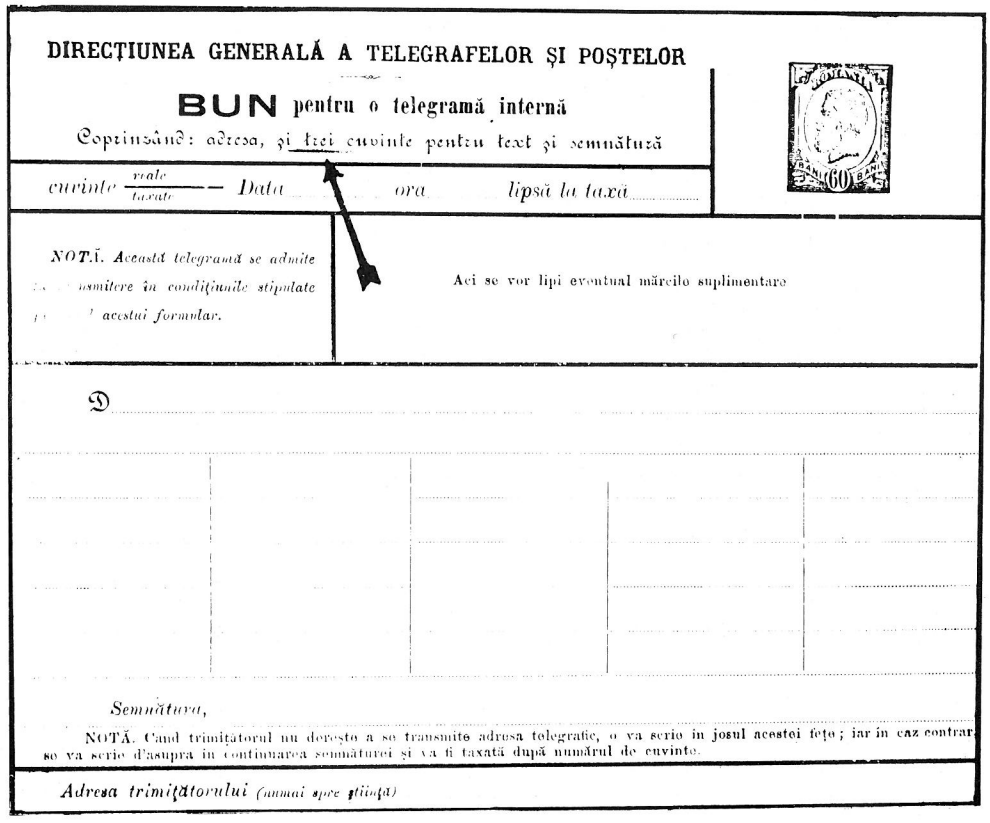
Dacă în text și semnătura telegramei sunt mai mult de 8 cuvinte, pentru ori-ce cuvânt trebue adăogat mărci suplimentare socotind a 5 Bani cuvântul

Semnele de punctuație nu se taxează, afară de semnele: întrebărei ghilimele, paranteza, și sublinierea, care se taxează fie-care drept un cuvânt.

Ori-ce caracter, ori-ce litera izolată și ori-ce ciferă izolată se numără drept un cuvânt, de ex: n'avem = 2 cuvinte

În fie-care despărțitură se va scrie un singur cuvânt.

The "Instructions (left side) of the 1905 and 1906 telegram forms.



DIRECȚIUNEA GENERALĂ A TELEGRAFELOR ȘI POȘTELOR

BUN pentru o telegramă internă

Coprinsând: adresa, și trei cuvinte pentru text și semnătură

cuvinte $\frac{reale}{taxate}$ — Data ora lipsă la taxă

60 BANI

NOTĂ. Această telegramă se admite ... numai în condițiunile stipulate ... acestui formular.

Aci se vor lipi eventual mărcile suplimentare

D

Semnătura,

NOTĂ. Când trimițătorul nu dorește a se transmite adresa telegrafic, o va scrie în josul acestei fețe; iar în caz contrar se va scrie d'asupra în continuarea semnăturei și va fi taxată după numărul de cuvinte.

Adresa trimițătorului (ammai spre știința)

The right side of the 1905 telegram form, 60 bani-3 words

In the next year, in 1906, new telegram forms (60 bani, 75 bani, 1 leu) were issued and these differed from the previous ones by dthe fact that in the instructions printed one the left side regarding the punctuation marks, the word *"intrebarei"* (question) was omitted. In fact this represented a reduction of the charges by one word, when the question mark was used in the text of the telegram. The paragraph was reduced from 7 lines to 6 lines and the whole set of instructions was reduced from 27 to 26 lines.

The limited use of the telegram forms determined the general directorate to reduce the price of these kind of telegraphic mailings with 10 bani each form. It was explained (in a report covering the April 1905 - April 1907 period, page 174) that the 10 bani reduction represented the fee for the receipt on the cost of the telegram, or this receipt was not given. This reduction took effect in September 1906 in an interesting way, not by changing the value of the printed stamp or by overprinting them, but by giving the sender the right to two extra words. Through the announcement No. 5253 published by the general directorate in *"Monitorul Oficial"* No. 143 of September 23, (Oct. 6), 1906, it was brought to the public's attention that *"on the telegram forms made available to the public for sending domestic telegrams, for the fee of 60 bani, 75 bani and 1 leu, can be written and sent, starting right from the time of the announcement:*

a) on the 60 bani form, a telegram containing the address and five words instead of three, for text and signature,

b) on the 75 bani form a telegram containing the address and eight words instead of six,

c) on the 1 leu form a telegram containing the address and 13 words instead of 11".

The report continued by listing the *"advantages"* of using the telegram forms and ended by showing that these forms are sold at every office in the country and in all the tobacco shops.

The telegraph-post offices previously received the order No. 40,441 of September 14/27, 1906, regarding this reduction, consequently the new way of paying was practiced from September 1906. This order is important from a philatelic and postal history point of view, is special because of the following instructions given to the postmasters:

"In conclusion, until the exhaustion of the present forms and the issuance of the new series which will contain the real number of words for the rates written on them, you are authorized to make the necessary rectifications right on these forms when they are required by the public, adding two words to the already printed number as follows: the 60 bani forms will contain the address and 5 words instead of 3, those of 75 bani will contain the address and 8 words instead of 6, and the 1 leu forms will contain the address and 13 words instead of 11, for text and signature..." (Bul. tel.-postal No. 19/1906, page 239).

Based on this order, on the existent forms red overprints were applied: the number 5, 8, 13 on the numbers 3, 6, 11 printed on the forms on the upper center part, and the words *"trei"* (three), *"sase"* (six), and *"unsprezece"* (eleven), printed on the left side, in the *"Instructii"* (Instructions).

Some catalogues state that not only the 1906 issues of forms were overprinted with new numbers, but also those of September 1905.

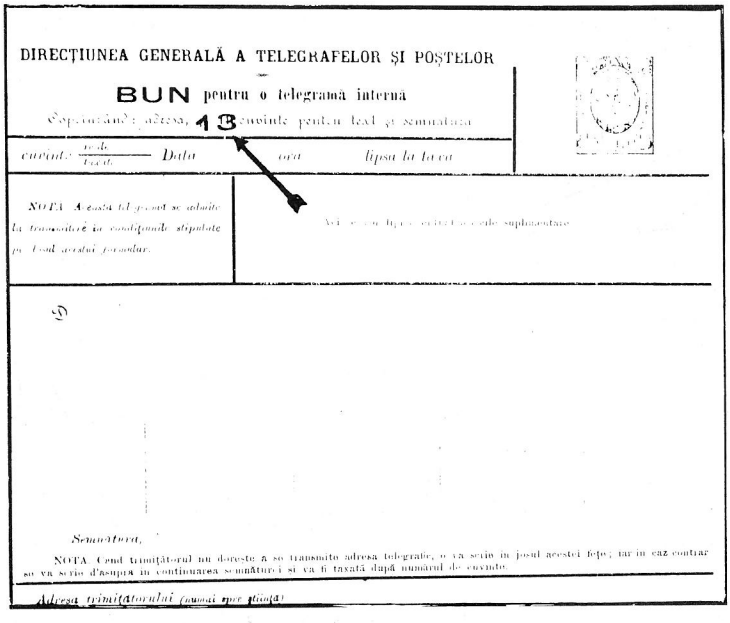
Personally I don't believe that the 1905 forms were also overprinted, because they provided the taxation of the question mark (which was abolished), this being the reason for their replacement with the 1906 forms.

Besides that, through the memo No. 40,441, the general directorate gave the order to overprint *"the present forms"*, not also the previous one. It has to be accepted that only forms of the 1906 issue, with instructions printed on 26 lines, exist with overprint.

Overprinting was only a temporary measure until new forms, with the number of words increased in September 1906, were issued. These new forms, with printed stamps of 60 bani, 75 bani and 1 leu, were issued in 1907. They had the same format, title and text as the 1906 forms with the difference that the number of words which the sender could write was the new one: 5 words on the form with the 60 bani printed stamp, 8 words on the form with the 75 bani stamps and 13 words on the form with the 1 leu stamp. The paper of these forms was the same but the sizes were a little different: the new forms were a little smaller; their length was cca 232 mm instead of 240 mm, and their height remained about 163 mm as the previous ones. The printed stamps were of the same type but on the bicolor (black and green) stamp of 1 leu, the oval frame of the effigy was better centered than the one on the previous issue.

Following the increase of the allowed number of words (September 1906) when the form with the printed stamp of 60 bani became valid for five words, there were no more telegram forms valid for three words. This fact detemined the general directorate to issue for the first time, telegram forms with printed stamps of 50 bani. These were issued concomitantly with the forms with 60 bani, 75 bani and 1 leu stamps and were dark orange.

None of these four telegram forms issued in 1907 are mentioned in catalogues. The following list of telegram with printed stamps can be drawn up:


DIRECȚIUNEA GENERALĂ A TELEGRAFELOR ȘI POȘTELOR

BUN pentru o telegramă internă

Coprinzând: adresa, 13 cuvinte pentru text și semnătura

cuvinte reale / taxate — Data — ora — lipsa la taxa

NOTĂ. Această telegramă se admite la transmitere în condițiunile stipulate pe dosul acestui formular.

Aci se vor lipi eventual mărcile suplimentare

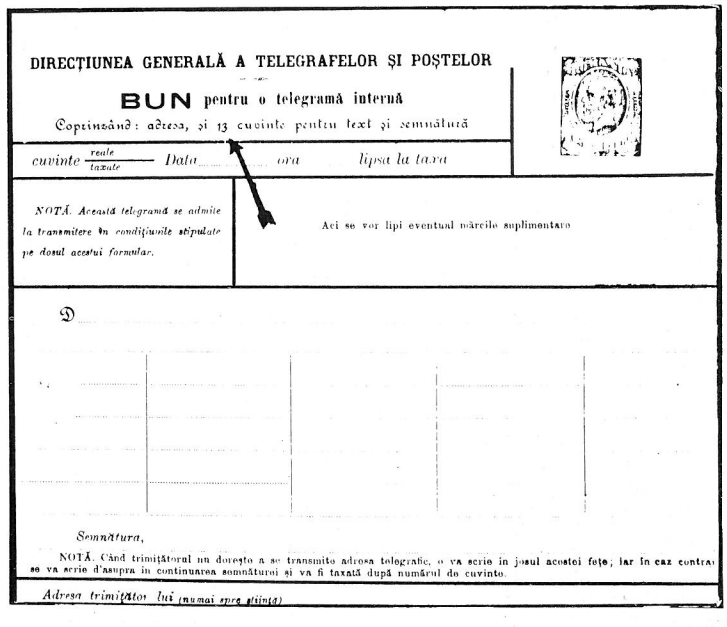
D

Semnătura,

NOTĂ. Când trimițătorul nu dorește a se transmite adresa telegrafic, o va scrie în josul acestei fețe; iar în caz contrar se va scrie d'asupra în continuarea semnăturei și va fi taxată după numărul de cuvinte.

Adresa trimițătorului (numai spre știință)

The right side of the 1906 telegram form, 1 leu, overprinted for 13 words.


DIRECȚIUNEA GENERALĂ A TELEGRAFELOR ȘI POȘTELOR

BUN pentru o telegramă internă

Coprinzând: adresa, și 13 cuvinte pentru text și semnătură

cuvinte reale / taxate — Data — ora — lipsa la taxa

NOTĂ. Această telegramă se admite la transmitere în condițiunile stipulate pe dosul acestui formular.

Aci se vor lipi eventual mărcile suplimentare

D

Semnătura,

NOTĂ. Când trimițătorul nu dorește a se transmite adresa telegrafic, o va scrie în josul acestei fețe; iar în caz contrar se va scrie d'asupra în continuarea semnăturei și va fi taxată după numărul de cuvinte.

Adresa trimițătorului (numai spre știință)

The right side of the 1907 telegram form, 1 leu - 13 words.

1. Form with 80 bani stamp, issued in 1900,
2. Form with 1 leu stamp, issued in 1900,
3. Form with 60 bani stamp, issued in 1905,
4. Form with 75 bani stamp, issued in 1905,
5. Form with 1 leu stamp, issued in 1905,
6. Form with 60 bani stamp, issued in 1906,
7. Form with 75 bani stamp, issued in 1906,
8. Form with 1 leu stamp, issued in 1906,
9. Form with 60 bani stamp, overprinted in 1906 with "5"
10. Form with 75 bani stamp, overprinted in 1906 with "8"
11. Form with 1 leu stamp, overprinted in 1906 with "13"
12. Form with 50 bani stamp, issued in 1907,
13. Form with 60 bani stamp, issued in 1907,
14. Form with 75 bani stamp, issued in 1907,
15. Form with 1 leu stamp, issued in 1907,

The general directorate, with the memo No. 23,933 /1914 abolished the use of telegram forms, starting on June 1/14, 1914.

The telegraphic greeting cards have to be listed in a separate chapter of the postal stationeries because they did not allow the telegraphic sending of a text chosen and written by the sender, rather it contained, printed, the word *"FELICITARI"* (congratulations), the mailer could add only his signature and the recipient's address.

SPECIAL CANCELS

by LADISLAU ROTHMAN, 29 Metza Street, Ramat Chen, Israel

ROMANIAN CANCELS USED IN RUSSIA

I have in my collection a cover with a strip of four Russian 2 k stamps, canceled with an oval postmark (probably made of rubber) that reads: *SERVICIUL TELEGRAFO POSTAL ROMAN din HERSON, Data...",* with a handwritten date, *"19/10/917".*

The city of Herson (or Kherson) is in Southern Ukraine, on the Dnieper river, near the Black Sea.

The letter was addressed to the Jassy police headquarters. The cover also bears the numeral cancel, *"24",* of a Jassy mailman and a backstamp indicating its arrival in Jassy on October 28, 1917.

I believe that this is a scarce and as-yet unreported cancel. One possible reason for the existence of this marking might have been the need to establish a post office to serve the Romanian military personnel and its institutions that were located at the time in Kherson.

This reasoning appears to be supported by yet another item, a postal card (H&G #58) mailed through the Red Cross in Geneva, Switzerland, on October 10, 1971, to *"Romania teritoriul ocupat"* (Romania, the occupied territory). On this card, a Romanian sergeant give his return address as: *"Orasul Herson, Rusiea (City of Kherson, Russia), Lazaretul No. 1 (Lazaretto No. 1, a hospital for the treating of contagious diseases), Ulita Goarda (Goarda Street)".* This card went through Jassy where, in addition to a date cancel, a numeral cancel *"28" was also applied.*

Two censor markings, one oval with the word *"CENSURAT"* and a large *"S"* in the center, and a rectangular one with illegible text (probably a Russian censor marking) were also applied on the card.

The arrival of this card in Bucharest is indicated by a round military censor marking that reads: *"BIROUL DE CENSURA MILITARA 29 NOV 917 BUCURESTI SCRISORI".*

This card does not have the above-mentioned Herson postal marking, but does substantiate the existence of Romanian military personnel in Herson at the time.

SERBIAN CENSOR MARKING USED IN ROMANIA

At the end of WW I, part of the province of Banat (South-Western Romania) together with the city of Timisoara fell for a short time under the occupation of the Serbian army.

From a philatelic point of view, we were left from that period with stamps known as *"The Serbian occupation"* (Serbian stamps overprinted in Hungarian with names of localities) and Serbian military censor markings.

I present here such a marking that reads *"CENZURIRANO Y TEMISVARY"* (Censored in Timisoara) which was applied, with red ink, on a registered letter mailed in July 1918, from Temesvar (Timisoara) to Budapest, franked with Hungarian stamps.

AN AMBULATORY BORDER POST OFFICE

On a couple of isolated Hungarian stamps, used prior to WW II, I found an interesting bilingual cancel, dated 1937, of an ambulatory border post office utilized between Romania and Hungary.

The cancel is typical of the Hungarian cancels used in that period except that it has the names of two border localities: EPISCOPIA BIHORULUI and PUSPOKLADANY, the first one being located in Romania, the second in Hungary. On the bottom is the number *"298",* the number of the ambulatory post.

I could not find the return pair of this cancel.

EDITOR'S NOTE: Usually, if there are a pair of cancels, the first name on an ambulatory post office cancel is of the departure locality and the second is of the destination. On the above presented cancel, the first name is EPISCOPIA BIHORULUI, the Romanian locality, therefore I would expect to see it applied on Romanian stamps, on mail sent from Romania to Hungary. Instead the cancel was applied on Hungarian stamps, on mail traveling by train from Hungary to Romania which shoud have had a PUSPOKLADANY - EPISCOPIA BIHORULUI cancel. Since this is not the case, I would presume that there was no such cancel and the only cancel EPISCOPIA BIHORULUI - PUSPOKLADAN was used both ways.

A 624-page ROMANIAN POSTAGE STAMP CATALOGUE '74, by K. Dragomir and A. Surpateanu, is available from the editor to members of the Romanian Philatelic Club for $25.00.

ON THE LITHOGRAPHED ISSUES OF 1866-1872

by MIHAIL POPOVICI, Str. Chopin No. 8, sc. C, et. 11, apt. 47, 71454, Bucharest, Romania

A synthesis of the contributions made by researchers like Birnabach, Dorning-Bechton, Poncelet, Wilson and others to the study of the Romanian issues of 1866-72 has not yet been made. Ed. Cohen, one of the researchers of the Romanian classics, wrote to me on May 8, 1961 regarding the 1866-72 lithographed issues: *"The studies made abroad during the years are very interesting but naturally, I don't want to say that all the problems were exhausted and solved. The work of Wassermann and Frenkel published in 1898 is today obsolete and outdated by other studies, more recent and more complete. I think that presently the best work which has to be quoted by every collector of Romanian stamps is the one of Rene Poncelet, published in a long series of articles in "Philateliste Belge" in 1932-36".*

Furthermore, Ed. Cohen, considered that the most complete study of the transfer blocks was that by H. Birnbach, published as a booklet in Berlin, in 1933, containing enlarged and well done drawings with all of the characteristic marks necessary to determine the various types that make up the transfer blocks.

One of the first steps taken in the research of the Romanian classical stamps was done in 1895 by G.B. Duerst, who was among the first philatelists to bring to the collectors' attention the various types of stamps issued in 1866/70 and 1871/72.

Wassermann and Frenkel's work, published in 1898, systematically presented every issue from 1866 to 1872. Belgian, English, French and German researchers published further studies on individual values or, sometimes, on entire sets, stimulating interest in these issues.

Dorning-Beckton, the curator of the collection of the British Royal family, published 1927, a distinctive work on the Romanian stamps issued until 1872. In 1930, H. Birnbach, on the occasion of the *"IPOSTA"* international exhibiton, published a synthesis of the Romanian retouch marks, opening to the philatelists and researchers a new domain of collecting.

We cannot overlook Ed. Cohen's work published in Lisbon, Portugal, in 1950, *"Consideration sur quelques planches des emmissions lithographees des timbres de Roumanie, 1868-1872"* , in which the author presented the *"secrets"* of the transer blocks.

Sir John Wilson, a profound connoisseur of the Romanian lithographed stamps, published in *"The London Philatelist"*, in 1958, a set of articles on the Romanian stamps issued in 1866-72.

The Romanian postal stamps issued after 1865 were printed (for a couple of years) in red, yellow and blue, the colors of the Romanian flag. When this could not be achieved, a combination of two of these colors was used, for example, the 26 bani stamp of 1869 (Scott #41, Zumstein #24) was printed in blue and yellow, and the 50 bani stamp of the same year (Scott #42, Zumstein #25) was printed in blue and red.

An exception to this rule is the 3 bani violet, issued in 1868/70 (Scott #34, Z. 18) and the 25 bani brown issued in 1871/72 (Scott #47, Z. 30).

At the international philatelic exhibition held in 1958, in Bucharest, to commemorate the centenary of the issue of the first Romanian (Moldavian) stamps, the authorities exhibited from their collections, full sheets and varieties of the Romanian classical stamps of 1866-70 and 1871-72. This gave the researchers an opportunity to study and verify a lot of items of great importance, many of them unique, such as:

1866 -20 parale, type I and II, mint, ungummed, in sheet of 200 (Scott #31 and 32, Z. 16).

1866 -20 parale, two sheets, type I and II, mint, ungummed, each of 200 stamps. One of the sheets has on the lower last row, one stamp detached (No. 5 on the last row) and reattached with hinges (Scott #31 and 32, Z. 16).

1868/70 -2 bani orange, mint, in sheet of 100 (Scott #33, Z. 17). The sheet is completed on the lower last row with the No. 5 stamp attached with hinges.

1868/70 -3 bani dark violet, mint, in sheet of 100, with two missing stamps, Nos. 6 and 7 in the lower last row, and the upper left corner stamp ripped (Scott #34, Z. 18).

1868/70 -4 bani blue on yellowish paper, mint, in sheet of 100. The sheet is complete on the lower last row with the stamp No. 6 attached with hinges (Scott #35, Z. 19).

1868/70 -18 bani red-carmine, mint, upper-left sheet-end fragment of 14 stamps, on three rows, with four stamps on the first row, and the stamp on the center of the second row reattached (Scott#36, Z. 20).

1871/72 -5 bani red, mint, imperf., in sheet of 100, with the stamp No. 7 of the lower last row cut and missing (Scott #43, Z. 26).

1871/72 -15 bani red, mint, imperf., in sheet of 100, with stamp No. 9 of the lower last row missing and the stamp No. 10, cut out and reattached with hinges (Scott #46, Z. 29).

1872 -25 bani sepia, mint, in sheet of 100, with the stamp No. 8 of the lower last row missing (Scott #52, Z. 33).

1872 -10 bani steel blue, mint, imperf., defective printing, in sheet of 100. The second column perforated on both sides, some of the perforation ripped. The stamp No. 7 of the lower last row, cut out and reattached with hinges (Scott #48, . 34a). 1872-50 bani blue and red, mint, imperf., defective printing, in sheet of 100, with the stamp No. 6 (from left to right) of the upper first row missing (Scott #49, Z. 35).

TO BE CONTINUED

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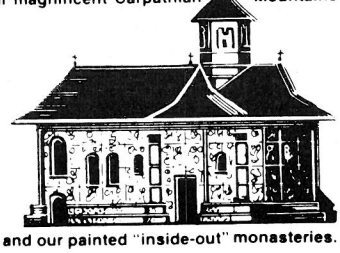

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THE BEGINNING OF THE RURAL POST IN ROMANIA

by GRIGORE RACOVICEANU, Str. Tunarilor No. 6, 72121 Bucharest 9, Romania

In the 18th century, the posts of the Danubian Principalities (Moldavia and Walachia) had two tasks: one was to carry travelers and merchandise and the other to forward official correspondence. These services were performed on various routes by private concessionaires or contractors.

The private correspondence was forwarded by hired couriers or, unofficially, by the coachmen working for the concessionaires.

The expenses with the maintenance of the postal relay stations, the horses' fodder and the coachmen' salaries were paid by the counties who levied taxes on the population. The horse were supplied by the people of the villages and towns located on or near those postal routes. This system created frictions with the population because of the commandeering of the horses to cover such necessities.

This situation prompted the Moldavian dignitary Constantin Mavrocordat and the Walachian dignitary Alexandru Ipsilante to organize permanent postal services with the expenses paid by the State (*"Studii si documente"* by N. Iorga, Vol. VI, page 317). The routes were given to concessionaires at auctions, and they had the obligation to supply the number of horses established by their contract. Part of the personnel was employed by the State and part by the contractors. The ones hired by the State were: The *"Hatmanul Postelor"* (kind of General Inspector of Posts) who supervised the activitis of the contractors, the military guards and the coachmen.

The contractors commissioned the postmasters and the personnel charged with supervision and operation.

If someone wanted to use this way of transportation, he needed a certificate given by the authorities stating that he was not a fugitive from justice and this was given by the *"Hatmanul Postelor"* or by the prefects in the county seats or by the village authorities in the rural localities.

Within the counties, the horses and the coaches were obtained by direct negotiations with the postmaster.

Although measures were taken to stop the traveling without tickets (permits), many abused and tried to travel for free. A document from 1795 (*"The History of the Romanians"* by V.A. Ureche, vol. IV, pg. 706) describes that an Armenian and his servant traveled on the Gaesti, Leordeni, Circinov route, dressed in Turkish clothes in order to get free horses. Being discovered, the master recevied 60 lashes on the bottom of his feet, the servant got 90 lashes, and had to pay to the Postmaster's treasury the required taxes and were told that if they repeat their deed, will be forced to do hard labor.

In the regulations regarding the postal services, emphasis was placed on the transport of traverlers and merchandise, but mail was also carried, especially the official mail and the consular mail which had to be sent abroad.

This situation results from the following paragraph of the instructions, issued on March 25, 1830: *"The cards (letters) will be carried twice a week on the same days as until now... The correspondence will be the official one, from the local authorities and from the other counties and post offices, carried free of charge, but it is ordered that those who mail letters through the posts, not to include any correspondence from one to another"*. In other words, the fraudalent use of official correspondence by private persons was prohibited.

Furthermore it was stated: *"The one who will send private mail, will have to pay two bani for each 'dram' and 'posta' and those who want, for the safety of the mailed cards, a receipt called 'recipisa', will have to pay double; four bani for each dram and posta"*. **(Editor's note:** 'dram' was a weight unit, 'posta' was the distance between two relay stations, and 'recipisa' was the receipt for registration).

The charges for special courier was equal to the charges for two horses.

This was the first set of regulations regarding the postal taxes and their collection for the State's account, therefore the first steps towards the establishment of the State's monoploy over the mails.

Post offices existed only in county seats and were managed by county treasureres who had the duties of keeping the following books:

a) mailed letters
b) received letters
c) mailed dispatches
d) register of couriers
e) register for payments for carrying the mail.

In 1852, the Official Bulletin of Moldavia published the introduction of uniform charges; Moldavia being one of the first states to adopt this system (England 1840, Russia 1843, Spain 1845, France and Switzerland 1848).

Nevertheless, private individuals paid the mail transport by negotiations until 1858 when the first Moldavian postal stamps were introduced these having validity only within the Principality of Moldavia. For abroad, the Austrian or the Russian posts were used, as well as private couriers.

The first postal services in localities other than county seats were noted in a document from 1857 (file No. 489, Moldavian State Archives): *"In small market towns, officials or other persons will be commissioned to receive and bring at least the letters to the nearest postal station, for which service they will receive 5 or 10 parale, for each letter"*.

It should be noted that at that time the correspondence was deposited and received at the post office; mailmen were appointed later.

The regulation for the courier's service, signed by M. Kogalniceanu on October 21, 1864, stipulated also the couriers' obligations. They had to carry all the mail between the villages and sub-prefectures.

The law establishing the County Councils in 1864, provided in art. 52 the obligation of the counties to support the expenses with the organization and the maintenance of a postal service between the county seats and the larger villages.

The village administrations used to mark their correspondence with their administrative cancels, which were found only on official letters, none of them on private mail. These cancels had the text written with Cyrillic letters and they are very scarce. One of them (from the P. Voiculet-Lemeny collection) with a diameter of 29 mm has the following text between two circles: TANUTUL Nr. 227 NEAMTULUI 1837, and in the center: SATUL ZAKESTI. Another one, 28 mm in diameter, reads TANUTUL Nr. 496 NEAMTU 1840 SATUL HARLINESTI. I. KOSTISA. A third one (from the H. Riesenberg collection) is 32/26 mm with the text: JUD PRAHOVA PLAIU CAMPULUI SATUL DRASANESTI. In the K. Dragomir collection there is one with the text: JUD. DOLJIU. PL. JIU DE SUS SATUL TINTARENI.

The law of 1872 established a rural postal service and permitted the creation of offices which did not use the names of villages but those of the rural districts. These were 22/13 mm, the name of the district is between the two circles and the date is in the center as a fraction: day/month. Such examples are BLAHNITA, CAMPULU, MOTRULU DE SUSU, MOTRULU DE JOSU, PLAIULUI, KLOSANU.

Enlarged

Another type, 26/15 mm, has a large arabesque on the bottom between the two circles; examples BAHLUIU, and BRANISTEA.

With the start of the railroad service, the postal service was enlarged because the letters could be carried faster, in larger quantities, and with more regularity than with horses and mailcoaches.

Setting up postal bureaus in railway stations had a double advantage: a) there was no need for separate post office building and overhead costs, b) the payment to the railroad clerks doing also postal work was small compared to what a separate postal clerk would have to be paid.

Postal bureaus were established in the following railway stations:

In 1872: Baneasa, Comana, Fratesti, Jilava, Vidra.

In 1873: Berheci, Burdujeni, Chitila, Ciocanesti, Cucuteni, Dolhasca, Faurei, Golesti, Halaucesti, Han-Conaki, Ianca, Liteni, Monteoru, Peris, Ruginoasa, Sascut, Serbesti, Tutova, Valea Calugareasca.

In 1874: Butoesti, Carcea, Cotofeni, Isalnita, Palota, Pielesti, Potcova, Racaciuni, Racari, Stolnici, Tamina, Veresti.

After these intitial bureaus, their number was later increased to 133 based on an agreement signed in 1888 by C. Sutzu, the General Director of Posts, and Gh. Duca, the General Director of C.F.R. (Calea Ferata Romana - Romanian Rail Road).

Some of these offices were provided with special cancels, other used their railroad administrative cancels. One type of postal cancel, single circle, 19 mm in diameter, was used in the following localities: Butoesti, Halau, Isalnita, Pelesti, Plaiurile Unite, Potcova, Racari, Stolnici, Timna. Another type, single circle, 22mm, has between two little flowers the word GARA (railway station), and the name of the locality such as Ciocanesti, Faurei, Ghergani (24 mm), Golesti, Hanu Conaki, Ianca, Ruginoasa, Valea Calugareasca. A third type has two very closed circles, 23 mm, with the word GARA and the name of the locality such as Burdujeni, Halaucesti, Liteni. Another type has a single circle, 25 mm, the word GARA, the name of the locality Itzkani and the date as on the other cancels, in the center.

The administrative cancels used for postal purposes are linear, just the name of the locality. One type is without frame: Berheci, Beresti; other with a 35/11 mm frame: Comana.

BERHECI

The services provided by the rural post offices were conditioned by the state of the transportation routes which for a long time were rudimentary.

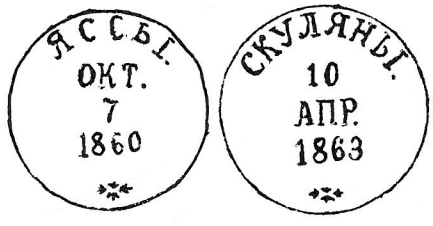
Today the number of post offices exceeds 15,000, while in 1888 there were only about 200. It also has to be considered that in 1918 Romania's territory almost doubled in size.

REVIEW: STAMPS OF THE RUSSIAN EMPIRE USED ABROAD, PART ONE, by S.D. Tchilinghirian & W.S. Stephen.

Published by the British Society of Russian Philately, Bristol, England, 1956, 96 pages.

Chapter II, *"Danubian Principalities"*, consists of 19 pages of geographical, historical and postal history notes as well as descriptions of: the Russian Consular Post (Bucharest, Braila, Giurgiu, Jassy, Focsani, Galatz); the offices of the Russian Postal Administration (Skulany, Karpineni, Bolgrad, Cahul, Ismail, Kilia, Leova, Reni and Tatar-Bounar); the Postal Agencies of the ROPIT (Kustendje, Sulina, Tulcea); the Post Office of the Russian Civil Administration in Romania during the Russo-Turkish War of 1877-78 (Zimnitza); and the Russian Ship Mail on the Danube.

Several postal markings of the above services are illustrated. This is a well researched and useful work forthe student of Romanian postal history.



REVIEW: CODUL POSTAL AL LOCALITATILOR DIN R.S.R. (Postal Code of the localities in R.S.R.).

Published in 1974, in Bucharest, 115 pages. It gives the postal code numbers for about 16,000 localities and the counties where these cities and villages are locatedm Romania is divided into 39 counties (judete). Useful in the study of modern postal markings and in locating cities and villages by the appropriate county.

An extensive collection of Romanian philatelic magazine FILATELIA is available through the editor.

The ROMANIAN PHILATELIC CLUB membership is open to those interested in Romanian philately and postal history. The fee of $5.00 inlcudes a subscription to the quarterly bulletin: ROMANIAN PHILATELIC STUDIES.

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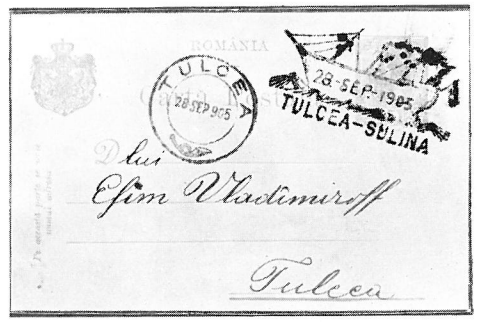

In "A figurative cancel used on Romanian vessels" by Grigore Cuculis (No. 1/1979) the above postal card, addressed to Tulcea but mistakenly canceled TULCEA-SULINA, was mentioned but not illustrated.

Editors of philatelic magazines and club bulletins are invited to help the ROMANIAN PHILATELIC STUDIES by publishing reviews.

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Reprinted from S.P.A. Journal, Jan. 1979.

MOLDOVA Date Cancels

By GHEORGHE NEGULESCU

Collecting the first Romanian postal markings is one of my favorite philatelic endeavors. I have been researching articles and transcripts of lectures and studying the great Romanian collections of such leading philatelists as Kiriac Dragomir of Bucharest, Dr. Liviu N. Cristea of London, Fritz Heimbuchler of Munich, Dumitru Passalega of Craiova and others so that I could write this article.

The first issue of Moldavia, the famous "Moldavian Bulls," was canceled with two types of postmarks — the double-circle (small Moldova) B1 type in the classification of Grigore Racoviceanu and the linear RECEPISSE (Registered) C3 type.

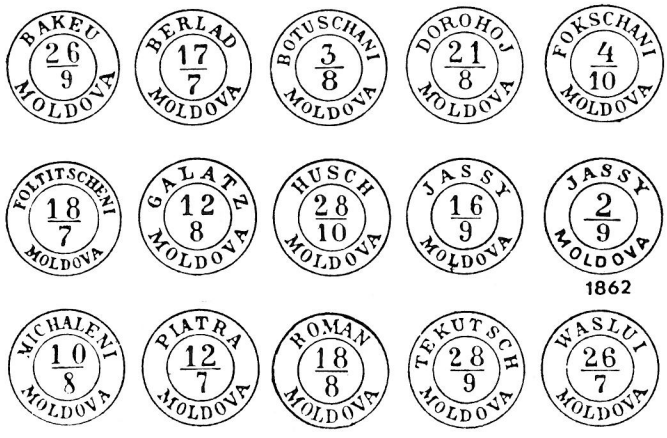
There are 14 double-circle B1 type cancels, 13 for district post offices and one for a border post office, Michaleni.

There is one more similar cancel, used after 1862 in Jassy for shipments of cash and valuables and the correspondence accompanying them. The MOLDOVA lettering of this cancel is in a sans serif type.

The cancels are of the double circle type, 21/13 mm in diameter. Between the two circles, in serifed Roman capital letters, is the name of the city at the top and the country, MOLDOVA, at the bottom. In the center, in Arabic numerals, is the date as a fraction, the day above the bar and the month below it.

Since the 14 cancels have the names of the post offices in the German spelling, it is presumed they were made in Vienna. No records have been found to show who ordered them, when they were delivered and when and where they were used for the first time.

The cancels, with today's Romanian spelling in parentheses, are for BAKEU (Bacau), BERLAD (Birlad), BOTUSCHANI (Botosani), DOROHOJ (Dorohoi), FOKSCHANI (Foksani), FOLTITSCHENI (Falticeni), GALATZ (Galati), HUSCH (Husi), JASSY (Iasi), MICHALENI (Mihaileni), PIATRA (Piatra), ROMAN (Roman), TEKUTSCH (Tecuci) and WASLUI (Vaslui).



The double circle B1 type MOLDOVA date cancels.

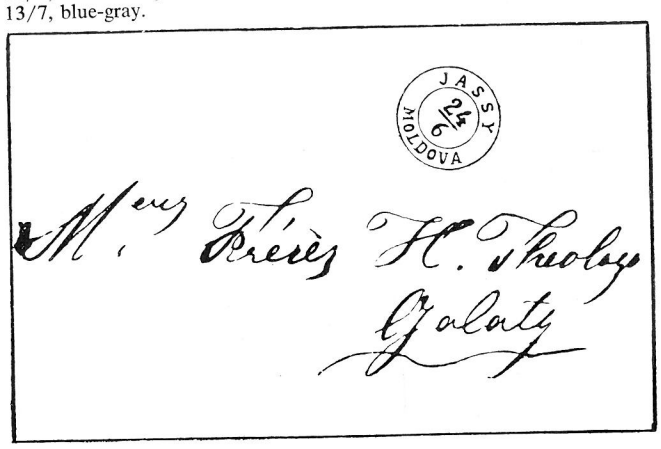
In Moldavia the stagecoach service passed from a private concessionaire, Teodor Ghica, to the Ministry of Finance in February 14, 1857. Shipping rates were changed and new coaches and equipment ordered from Vienna.

Recently discovered documents prove that the 14 double-circle B1 type cancels, or at least some of them, were used long before July 21, 1858, the conventional date separating the pre-philatelic and philatelic periods of Romanian postal history. From mailing registers in the State Archives it is known that the first letters with stamps were postmarked on that date in Jassy and on August 4, 1858 in other cities in Moldavia.

The following chronological order can be established for the use of the B1 type cancels in the pre-stamp period:

JASSY MOLDOVA. The earliest date on a letter mailed from Jassy with this cancel is June 24, 1857. The cover, illustrated at the head of this article, bears at B1 type postal marking dated 24/6, in blue ink, and is addressed to "M-eurs Freres H. Theologo, Galatz." The year, 1857, is given in the correspondence. This important and valuable philatelic document belongs to Dr. Liviu Cristea. It was exhibited with a selection of postal history items at the Nationalia '74 stamp exhibition in Bucharest.

Researcher Kiriac Dragomir found a number of pre-stamp uses of the JASSY MOLDOVA marking. Here are some of them, with dates and colors: 22/1, greenish gray; 12/2, 22/2, 8/3, 15/3 and 19/3, greenish blue; 28/4, dark blue-gray; 2/5, dark black; 2/5, olive green; 10/5, dark black-gray; 17/5, blue-gray; 30/5, 106 and 15/6, green-gray; 18/6, veronese green; 19/6 and 25/6, blue-gray; 30/6, black-indigo; 2/7, blue-gray; 9/7, black-gray; 10/7, blue and 13/7, blue-gray.



Earliest known use of the JASSY MOLDOVA cancel.

WASLUI MOLDOVA. The second earliest B1 postmark is from Vaslui, found on a stampless letter written November 4, 1857 and bearing a WASLUI MOLDOVA 4/11 marking. This item, which belongs to Dumitru Passalega, has been shown at several international exhibitions.

GALATZ MOLDOVA. The third earliest pre-stamp use is a letter from Galati to Iasi in the collection of Dr. Cristea. It bears two B1 type markings, GALATZ MOLDOVA 23/12 in blue (dispatch) and JASSY MOLDOVA 25/2 in greenish blue (receiving).

HUSCH MOLDOVA. This postmark is not found on the first issue of Moldavia. It is believed that these stamps were not delivered to the Husi post office. The cancel was in use in February of 1858. Kiriac Dragomir found the proof in the State Archives, a registered letter (No. 104) accompanying three gold coins sent on February 17, 1858 from Husi to Botosani. This letter bears the two existing markings, the double circle B1 type HUSCH MOLDOVA 17/2 and the C3 type linear RECEPISSE, both in dark green.

PIATRA MOLDOVA. On January 16, 1858 the mailing clerk of the Piatra post office was replaced. The new clerk gave a receipt for a "stemplu" (canceler). It is presumed it was the B1 type PIATRA MOLDOVA canceler.

Recently a document was found in the State Archives attesting to the use of the PIATRA MOLDOVA cancel on May 3, 1858, before the first Moldavian stamps were issued. This marking is yellowish green.

Chronologically, the next PIATRA MOLDOVA marking is one of September 12, 1858, applied to an 81-parale Moldavian stamp on a letter now in the British Museum in London.

FOLTITSCHENI MOLDOVA. An exceptional case is the post office at Falticeni. On August 4, 1858, when it received Shipment No. 1893 of 928 stamps (416 of the 27-parale) it did not have the necessary canceling devices (double circle B1 and linear C3 RECEPISSE) and sent an urgent request for new cancelers to the Department of Posts in Jassy. Its old FRANCO canceler wtih Cyrillic letters, introduced on March 7, 1851, was no longer usable. The requested cancelers were sent on August 11, 1858.

The basic colors of the cancellations used in the July 21 — October 31, 1858 period are blue, green and carmine with their shades. Predommant is the combination green-blue-gray called veronese green. Carmine is found only in Jassy, from August 28 to October 20, 1858.

The following colors were found in the cancels of these cities:

Blue — Bakeu, Galatz, Jassy and Roman.

Blue-gray — Foltitscheni, Galatz, Jassy and Michaleni.

Green — Fokschani and Husch.

Veronese green — Bakeu, Berlad, Botuschani, Fokschani, Foltitscheni, Jassy, Michaleni and Waslui.

Greenish-blue — Bakeu and Galatz.

Red (red-carmine and carmine) — Jassy.

Greenish-black — Galatz.

Greenish-gray — Jassy.

The name MOLDOVA was removed from two of the 14 cancelers after Moldavia was united with Wallachia as the United Principalities. The earliest known dates of use for these cancelers without MOLDOVA are January 19, 1862 for Fokschani and January 30, 1865 for Botuschani.

In June of 1865 the B1 type MOLDOVA cancelers were replaced with a new type having an arabesque in place of MOLDOVA. The post office at Galati was an exception. The old GALATZ MOLDOVA canceler was used until December 31, 1867. In my collection there is an item with a 20-parale Prince Carol stamp, the 1867 issue on thin paper, canceled GALATZ MOLDOVA 12/12.

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THE ORIGINAL AND THE COUNTERFEIT OF THE 1913 "SCUTIT" STAMP

GUSTAV NOSKA, Str. Lamiitei No. 48, 75278 Bucharest, Romania.

This franchise stamp was issued in 1913, under Order No. 23466-913, to be used by the organizing committee of the festivities for the occasion of the reversion of the county of Silistra (in Dobrudja) to Romania. It was applied on postage-exempt mail.

It is not listed by Scott but it is described in the Romanian Postage Stamp Catalogue of 1974, page 426.

A 624-page **ROMANIAN POSTAGE STAMP CATALOGUE** '74, by K. Dragomir and A. Surpateanu, is available from the editor to members of the Romanian Philatelic Club for $25.00.

CHARACTERISTICS OF:	ORIGINAL	COUNTERFEIT
Paper:	thin, white;	thick, porous;
Perforation:	11½, neat	11½, faulty & irregular;
Size of design:	36½ x 35½ mm;	36 x 35 mm;
Printing process:	typography;	lithography;
Outside frame:	normal;	thicker than on the original:
Shading lines outside the circle;	uniform;	irregular, with thicker ends, some lines broken, variable distances to frame and to circle;
Letters:	uniform thickness with angled corners;	thicker with slightly rounded corners;
Numerals:	uniform thickness with angled corners;	with thinner ends & rounded corners;
Left 1913:	1 and 3 separated:	1 and 3 touch each other;
E's in left slogan:	well drawn;	shorter horizontal lines;
2 triangles near lower-right 1913:	with shading lines;	without shading lines;
8 squares on the top:	distinct shading lines	distorted, irregular shadings;
Sky in medallion:	fine, parallel, short lines;	irregular dots and spots;
Coat of arms on flag:	recognizable;	unrecognizable;
Hand holding flag pole:	well drawn;	undefined;
Sword:	with a shading line;	without shading line;
Woman:	well drawn with details;	badly drawn, spotty;
Bridgehead:	well drawn with details	badly drawn, spotty;

Original

Counterfeit

ROMANIAN MARITIME CANCELS (Part II)

SILVIU DRAGOMIR,

Str. Biserica Popa Chitu No. 17, 70268 Bucharest, Romania

1.2. Date cancellations used only on board ships.

The postal service on board ships - which carried both passengers and mail - was organized in the form of ambulatory post offices. They performed a whole series of operations, such as: the receiving of the mail, both that transferred from the shore and that presented directly to the postal clerk during the voyage; cancelling the received postal matter; sorting the mail by destination; receiving the mail sacks from fixed-location post offices on land; making mail sacks for the fixed-location post offices in the ports of call.

The cancellations used by the maritime ambulatory post offices make up the vast majority of the S.M.R. cancels. They are categorized by their period of use and their route.

S.M.R. - 1.2.1. Presumably: CONSTANTA-CONSTANTINOPOL.

S.M.R. -1.2.2.1. Single circle cancellation, 28.5 mm in diameter. On the upper part it reads: SERVICIUL MARITIM ROMAN, on the lower part: CONSTANTINOPOL-CONSTANTA. In the center, in a single line is the date (e.g. 7 MAI 914).

The impression of the only known cancellation of this type is quite unclear. Therefore, there is the possibility of later clarification, as some authors have described it as having vertical shading lines in the two spandrels, and others without them.

S.M.R. 1.2.2.1.

S.M.R. -1.2.2.2. Another cancellation with a similar format was reported and fully described; it is of a single circle, 27.5 mm in diameter. On the upper part it reads: BR. AMB. MARITIM ROMAN, on the lower part: CONSTANTINOPOL-CONSTANTA. In the center, between two spandrels with vertical shading lines, is the date in a single line (e.g. 28 MAI 914). In the center of the upper spandrel is the number *"2"* denoting the maritime line number.

S.M.R. 1.2.2.2.

S.M.R. -1.2.3. Double circle cancellation, 27 & 17 mm diameters. The text between the two circles reads: CONSTANTA-CONSTANTINOPLE-SMYRNE, and on the bottom there is a star. The center is distinctive: on its top is an emblem (a postal horn), in its middle, in a single line is the date (e.g. 2 SEP 906), and on the bottom are the initials *"S.M.R."*.

S.M.R. 1.2.3.

S.M.R. -1.2.4. The counterpart of the previous cancellation, used on the return from Smyrna (today Izmir). Same format, 29 & 20 mm diameters. Between the circles it reads: SMYRNE-CONSTANTINOPLE-CONSTANTA and on the bottom is a star. The center is similar to the previous cancellation's: on its top is an emblem (a postal horn), in its middle in a single line is the date (e.g. 24 MAI 1906) and on its bottom are the initials *"S.M.R."*. Other dates reported are: 24 APR 1906, 24 MAI 1907, 22 APR 1907, 18 MAI 1907, 25 APR 1908, 17 DEC 1910, 8 JUN 1913, 11 AUG 1913 and 28 MAI 1914.

It became known that the best connection and the shortest route from Constantinople to Austria and Germany was *"via Constantza-Bucharest"*. Therefore based on various international agreements, mail was usually transported through Romania and therefore many of the cancellations of the Romanian maritime ambulatory post offices can often be found on Austrian and German stamps.

S.M.R.1.2.4.

S.M.R. -1.2.5. Double circle cancellation, 30 & 19 mm diameters. Between the circles it reads: CONSTANTA-ALEXANDRIA. On the bottom is a star. In the center, in a single line is the date (e.g. 30 DEC 906). Other dates reported are: 2 NOV 911, 2 IAN 913.

S.M.R. 1.2.5.

S.M.R. -1.2.6. The counterpart of the previous cancels, serving on the return from Alexandria (Egypt). Double circle cancellation: 29.5 & 19 mm diameters. Between the circles it reads: ALEXANDRIA-CONSTANTA. On the bottom is a star. In the center, in a single line, is the date (e.g. 24 SEP 907). Other dates reported: 3 MAI 907, 20 DEC 908, 30 OCT 910, 1 JUL 912, 1 SEP 912, 18 SEP 912.

With these cancellations ends the series of maritime ambulatory post office cancellations used prior to WWI. Except for the Constantza-Contantinople line, for which the number S.M.R. -1.2.1. has been reserved, the presentation of the rest of the cancels of that period seems to be complete and new types can not be expected to turn up, perhaps only some new varieties.

During that period three maritime lines were serviced and these were defined by the names of the final destinations (Constantinople, Smyrna and Alexandria). Later, when several lines with different routes were in use to the same final destination, it became necessary to mark these line with numbers.

S.M.R. 1.2.6.

S.M.R.-1.2.7. Large cancellation, double circle 35 & 25.5 mm diameters. Between the two circles it reads: CONSTANTA-CONSTANTINOPOLE. The center is different from the previous cancellations: it is divided into three fields; on the top is a spandrel with 17 vertical shading lines, in the middle in a single line is the date (e.g. 4 FEB 1925) and a two-digit number and on the bottom there is a second spandrel with 12 lines, interrupted in the middle to make room for a large number indicating the maritime line's number (e.g. "1").

S.M.R. 1.2.7.

S.M.R. - 1.2.8. The counterpart of the previous cancellation, used on the return from Constantinople. Between the two circles it reads: CONSTANTINOPOLE-CONSTANTA. Same format, 34 & 25.5 mm diameters, with some differences such as: a three-digit number after the date instead of a two-digit number and the large number *"1"* indicating the maritime line is shaded instead of being solidly filled in. Dates reported: 7 IAN 923, 5 OCT 934.

S.M.R. 1.2.8.

S.M.R. - 1.2.9. Presumably: CONSTANTA-CONSTANTINOPOLE 2.

S.M.R.-1.2.10. Same format. Probably counterpart of the previous cancellation. Between the two concentric circles it reads: CONSTANTINOPOLE-CONSTANTA. The date is in the middle in a single line (e.g. 5 MAI 1923). Large number *"2"* on the bottom denotes Maritime Line No. 2.

S.M.R. 1.2.10.

S.M.R. -1.2.11. Presumably: CONSTANTA-ALEXANDRIA.

S.M.R. - 1.2.12. Same format. The counterpart of the previous cancellation. Between the concentric circles it reads: ALEXANDRIA-CONSTANTA. The general aspect is similar to the previous ones. The date is in the middle in a single line (e.g. 6 DEC 1926), followed by an indicator made of 2 numbers. The large number on the bottom indicates the maritime line number "3".

S.M.R. 1.2.12.

There is also a variety with large number *"1"* instead of *"3"* which I numbered as **S.M.R. -1.2.12.1.** until it can be better clarified and then classified.

During the last period of service of the ambulatory post offices on the S.M.R. maritime line (1930-1940), a new type of cancellation was used. Its appearence was changed, reading BIR. AMB. MARITIM (Ambulatory Maritime Office) without indicating the number of the line on which it was used. Differentiated by the spelling of ALEXANDRIA, both the correct way and as ALESANDRIA, two pairs of such cancels are known for the lines existing in 1940. Because in the early 1930's three lines were operating, it is possible that in the future a third pair of such cancellations will be reported.

S.M.R. -1.2.13.1. Single circle cancellation, 30 mm in diameter. In the middle there is a 10 mm wide band wih the date: day, month (the first three letters) and year (last three digits). On the top is BIR. AMB. (curved) MARITIN (straight). On the bottom is CONSTANTA (straight) -ALEXANDRIA (curved and shorter than the available space). Earliest known date: 1 NOV 930; lastest known date: 26 APR 936.

S.M.R. 1.2.13.1.

S.M.R. -1.2.13.2. Single circle cancellation, 30.5 mm in diameter. In the middle, inside a 10 mm wide band is the date: day, month (in Roman numeral and not in letters as in S.M.R. -1.2.13.1) and year (the last three digits). On the top is BIR. AMB. MARITIN (spelled with *"N"* instead of *"M"*). On the bottom is CONSTANTA (straight) -ALEXANDRIA (curved and long, reaching almost to the band's lower line). Early date: 18 XII 927; late date: 4 V 932; other dates reported: 2 IX 930, 11 IX 931.

S.M.R. 1.2.13.2.

S.M.R. -1.2.14.1. Single circle cancellation, 30 mm in diameter. In the middle, inside of a 9 mm wide band is the date: day, month (in Roman numerals) and year (the last three digits). On the top is BIR. AMB. MARITIN and on the bottom is ALESANDRIA-CONSTANTA (note the spelling of Alesandria with *"S"* instead of *"X"*). Early date: 26 XII 930; late date: 27 III 938; other reported dates. 8 IV 934, 30 XI 935.

S.M.R. 1.2.14.1.

S.M.R.-1.2.14.2. Single circle cancellation, probably similar in size to the previous one. When it was reported, the size was not given. In the middle, inside the band is the date: day, month (with Roman numerals) and year (the last three digits). On the top is BIR. AMB. MARITIN, On the bottom is ALEXANDRIA (spelled correctly) - CONSTANTA. Early date: 25 XII 930, late date: 9 VIII 938.

On these four cancels (two for *"going"*, two for *"returning"*) we don't have sufficient information to determine which ones were used in pairs. However, it is certain that the ALEXANDRIA-CONSTANTA cancellation and the one with the month noted by letters instead of numbers are not varieties obtained by remaking lost or destroyed cancellation, but were used for years concomitantly with the others on various ships.

S.M.R. 1.2.14.2.

S.M.R.-1.2.15. In auction catalogue No. 202 of Dec. 1-4, 1971, of K. Kohler (Wiesbaden, W. Germany), a military postal card of 1908 is noted, having a circular cancellation without date; on the top it reads: BR. Amb. MARITIM ROMAN, on the bottom: CONSTANTA-CONSTANTINOPOL-1, and the country's coat of arms is in the center.

1.3. Administrative cancellations used on board ships.

Administrative cancellations were applied on mail on special occasions, such as when the postal cancellation was lost, or when a passenger requested it to prove the mailing from a certain ship, for philatelic purposes, etc.

S.M.R. -1.3.1 . Cancellation with two concentric, nearly adjacent circles; the outside circle (36.5 mm) is thicker than the inside circle. The text reads: SERVICIUL MARITIM ROMAN (on the top), and VAPORUL DACIA (on the bottom in two lines).The upper and the lower texts are separated by two small six-pointed stars. In the center is the small coat of arms of the country. It is without date. In the Sassower collection, there is a cover sent on Nov. 14, 1930, from Constantza to Alexandria (Egypt), with this type of cancellation obliterating an Egyptian 10 mills stamp.

S.M.R. 1.3.1.

It is possible that other administrative cancels used on board ships will be reported. They can be considered only if they used for cancelling stamps or had other postal functions.

2. Cancellations used on land by the maritime posts.

For a long time, all postal cancellations used by the Romanian maritime navigation service were classified as *"ship cancels"*, both those used on board ships and those used on land in the process of transporting the mail on the East-West postal routes.

Today, it is almost impossible to know all the cancellations used on land for postal transportation by all the post offices, agencies and travelling offices. These administrative organizations are not well known; they were established and ceased to function in light of necessities and sometimes depended on the availability of qualified personnel.

2.1. Dated cancellations of the Romainian post offices located in the ports of call f the S.M.R. ships. As a start for researchers, we present a list f the S.M.R. maritime agencies operating on January 1, 1912:

1. Alexandria
2. Athens
3. Constantinople
4. Constantza
5. Cairo
6. Dardanelles
7. Mitilini
8. Piraeus
9. Port Said
10. Rhodes
11. Rotterdam
12. Salonika
13. Smyrna
14. Suez

The only real post office operating outside Romania was the one in Constantinople. It assured *"de jure"* postal transportation by the S.M.R. ships, instituting *"de facto"* a *"bridgehead"* of the Romanian posts in Constantinople, even outside the two short-lived periods when this activity was official.

During its first official period, this post office (called the *"Romanian Posts in Constantinople"*) operated in the S.M.R. agency's building for only 56 days (from March 3/15, 1896 to April 27/May 9, 1896). The 5, 10 and 25 bani stamps of the *"Wheat Ear"* issue of 1893, surcharged in French with 10 paras, 20 paras and 1 piastre values were used.

To illustrate the size of the postal traffic at the end of the 19th century between Constantza and Constantinople, we present the frequency of the mail transports made by Romanian and foreign ships:

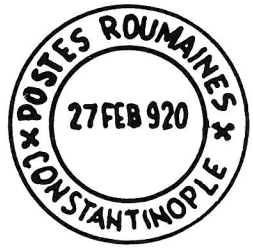
Austrian ships - twice a week
Italian ships - once a week
Romanian ships - twice a week from 1895 until Feb. 6, 1896, then three times a week until 1898 when they were reduced to twice a week (from a statistical presentation made in 1905).

During the second period of this post office (July 1, 1919 - Dec. 1919), it operated under similar conditions as during the first period, but using different stamps and cancellations.

S.M.R.-2.1.1. Single circle cancellation, 25 mm in diameter; inside is a Romanian text, outside a Turkish text with Arabic lettering. The inside text reads: POSTA ROMANA (on the top), COSPOLI (on the bottom). The date is in a single line in the middle (e.g. 13 APR 896). Outside the circle is written in Turkish: ROMANYA VAPURIARINA MAKSUSTUR (Valid on Romanian ships - see the Romanian Postage Stamp Catalogue 1974, by K. Dragomir, page 517). It was used during the first period of operation of this post office.

S.M.R. 2.1.1.

S.M.R.-2.1.2. Double circle cancellation, 31.5 & 20.5 mm diameters. Between the circles, on the top it reads: POSTES ROUMAINES, on the bottom: CONSTANTINOPLE. In the middle, on a single line is the date (e.g. 27 x 2 x 920, or 18 x 9 x 921 - reported by G. Sassower of London). It has to be noted that both these items are dated after the official closing of the Romanian post office in Constantinople (Dec. 1919).

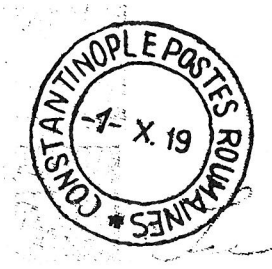


S.M.R. 2.1.2.

For the second period of operation of the Romanian post office in Constantinople, three other cancellations have been reported: **S.M.R.-2.1.2.1., S.M.R.-2.1.2.2.** and **S.M.R.-2.1.2.3.** We illustrate these cancellations, mentioning that the use of four different types of cancellations does not seem to be justified in such a relatively short period of time (6 months).

S.M.R. 2.1.2.1.

S.M.R. 2.1.2.2.



S.M.R. 2.1.2.3.

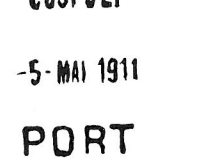
S.M.R.-2.1.3. Between the two periods of official operation of the Romanian posts in Constantinople, the Romanian Consulate in that city operated a postal bureau. It seems that it was limited to sending to Romania on Romanian ships, the correspondence of a small number of people, the private mail of the diplomatic corps, which was not carried in the diplomatic pouches. This postal bureau had an extra-territorial status and used Romanian stamps.

The cancellation used is a double circle with 26.5 & 19.5 mm diameters. Between the circles it reads: LEGATIUNEA ROMANA (on the top) and CONSTANTINOPOLI (on the bottom between two small Maltese crosses). In the middle, in a single line, is the date, e.g. 4 JUN 904, 20 JUN 910, 13 OCT 910, 24 AUG 911, 15 FEB 912, 19 OCT 912, 7 APR 914.

S.M.R. 2.1.3.

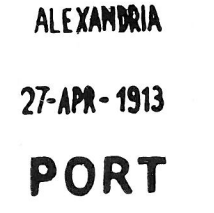
In the ports of call of the S.M.R. ships, several dated cancellations were used to obliterate stamps. Because they were applied at the mailing points, it seems that they had also an indicative role, marking the fact that the letter would be carried by S.M.R. ships. Their aspect is as follows: They are frameless with the text on three lines (locality, date and word PORT), resembling the similar GARA (railway station) type cancels. This made us classify them amongst the postal cancellations. Because of their scarcity, they were first reported in 1978.

S.M.R.-2.1.4. Frameless cancellation with the following text on three lines: COSPOLI (on the top), the date is in the middle (e.g. 5 MAI 1911), PORT (on the bottom). Early date: 11 MAR 1908; late date: 7 JUN 1913.



S.M.R. 2.1.4.

S.M.R.-2.1.5. Cancellation similar to the previous one. The text reads: ALEXANDRIA (on the top), the date is in the middle (e.g. 27 APR 1913), PORT (on the bottom). The word PORT has taller (4.5 mm) and thicker letters than the rest of the text.



S.M.R. 2.1.5.

S.M.R.-2.1.6. Similar cancellation, reported by M. Bauer (Filatelia, No. 12/1978. The text reads: PIREU (on the top), the date is in the middle (e.g. 18 SEP 1911), PORT (on the bottom).

2.2. Dated cancellations of the S.M.R. agencies

The S.M.R. agencies in ports of call also handled mail, for which purpose they used postal type cancellations. These had not only the name of the locality but also the name of the agency.

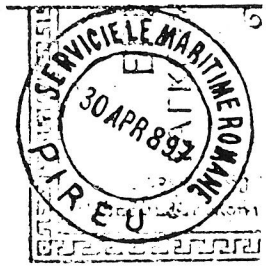
S.M.R.-2.2.1. Double circle cancellation, 30 & 20 mm diameters. Between the circles, it reads: SERVICIELE MARITIME ROMANE (on the top), CONSTANTA (on the bottom between two small stars). In the middle, in a single line, is the date (e.g. 13 MAI 896).

S.M.R. 2.2.1.

S.M.R.-2.2.2. Double circle cancellation, 30 & 20 diameters. Between the circles, it reads: SERVICIUL MARITIM ROMAN (on the top), SMIRNA (on the bottom between two small stars). In the middle, in a single line, is the date (e.g. 9 FEB 906).

S.M.R. 2.2.2.

S.M.R.-2.2.3. Double circle cancellation, 30 & 20 mm diameters. Between the circles, it reads: SERVICIELE MARITIME ROMANE (on the top), PIREU (on the bottom between two small stars). In the middle, in a single line, is the date (e.g. 30 APR 893).



S.M.R. 2.2.3.

S.M.R.-2.2.4. Presumably similar to the previous one but on the bottom is: ALEXANDRIA.

S. M.R.-2.2.5. Presumably similar to the previous one but on the bottom is: CONSPOLI.

The general character of the above cancellations is postal even if they did not belong to a proper post office.

2.3. Administrative cancels of the S.M.R. agencies which were also used postally

In the process of receiving, distributing, transporting and sorting the mail, there were instances when administrative cancellations were used to prove postal handling. These were rare instances, but they cannot be neglected because the items bearing these markings are avidly sought by the collectors of cancellations. These markings have various aspects, but all have no dates.

S.M.R.-2.3.1. Double circle, 28 & 15 mm diameters. Between the circles, on the top it reads: SERVICIUL MARITIM ROMAN and on the bottom there is five-pointed star. In the center is: ISTAMBUL.

S.M.R.2.3.1.

S.M.R.-2.3.2. Similar cancel from Chios was reported by M. Bauer of Bucharest. The test reads: SERVICIUL MARITIM ROMAN (on the top, between the circles) and AGENCE DE CHIO (in the center, in three lines).

Similar cancels may be reported in the future, as used by any of the 76 S.M.R. agencies and travel offices.

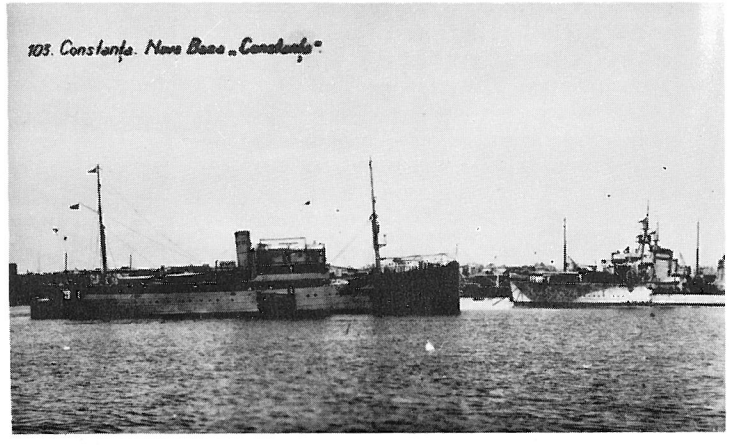
S.M.R.-2.3.3. Rectangular, single line marking with the words: SERVICIUL MARITIM ROMAN (letters 3.5. mm high). It was found postally used on a postal card with a 5 bani *"Wheat Ear"* type stamp, mailed on 11.07.1907, from Romania to Levant.

SERVICIUL MARITIM ROMAN

S.M.R. 2.3.3.

I have compiled this study after much research, but the subject is not closed yet. It is only the first step in the study of the markings used postally by the Romanian maritime navigation service. We invite other researchers to report their findings in this matter.

WANTED for postmark study **ROMANIAN** postal cards, postcards and covers used before 1945. Send them with asking price. George Pataki - Editor.



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Editors of philatelic magazines and club bulletins are invited to help the **ROMANIAN PHILATELIC STUDIES** by publishing reviews.

Romanian Stamps Printed In Russia

By Barbu Popescu, Bucharest, Romania

Philatelically speaking, King Ferdinand started on the wrong foot. A newphew of King Carol I, Ferdinand became king of Romania on September 28/October 11, 1914, one day after his uncle's death. Only in 1920 were stamps with his effigy issued.

At the beginning of 1915 a contest for the best stamp model was announced. At that time it was also necessary to issue new TIMBRE DE AJUTOR (postal tax stamps) which were required to be used starting from 1915, and TAXA DE PLATA/TIMBRU DE AJUTOR (postage due/postal tax) stamps.

In August 1916, Romania entered the war on the side of the Allies (France, Russia, Great Britain, Serbia, Italy, etc). At the end of the same year, part of Romania's territory was occupied by the Central Powers (Austria, Hungary, Germany, Bulgaria) and the government was forced to move to Jassy. Taking into consideration that the stamp and the banknote printing plants were in Bucharest under foreign occupation, and because in Jassy there were no proper conditions, the government decided to have stamps and banknotes printed in Moscow. In December 1916 a Moscow printing house (American Artistic Printers No. 7) was contacted and models for stamps and banknotes were sent there for a future order. The designer of the stamps was the Jassy painter Horatio-Sava Dumitriu. In January 1917, because of the great urgency, the Moscow printers sent stamp and banknote samples to Jassy, to be approved by the Romanian government. The set of definities was made of 8 stamps (Romanian Postage Stamp Catalogue '74, nos. 223-230, page 174), with a common design and for the first time a 35 bani stamp was printed. The colors used for the previously issued engraved, Carol I, definitives still in use, were maintained, except for the 2 lei stamp which was changed from red-orange to light blue.

In February 1917 the issue was approved for printing. However at that time the Tzar was overthrown, and Russia became a republic. Since the internal administration of that country was disturbed, the Romanian government stopped the order for stamps and banknotes. The new Russian government did not present a guarantee nor stability to the Jassy gov't.

According to some sources, 20,000 sets were received as a first delivery—the majority of which were burned on the order of the Postmaster General since the rest of the stamps and the printing plates remained in Russia after the outbreak of the revolution. About 200 sets were kept, part of which were offered to the royal family.

What kind of samples were sent from Moscow to Jassy? Judging by what exists in the Romanian philatelic circles we can state that the following stamps were received:

FERDINAND definitives	
5 bani	- light green
10 bani	- red
25 bani	- dark blue
35 bani	- redish-violet
40 bani	- blueish-green
50 bani	- orange-yellow
1 leu	- sepia
2 lei	- light blue
POSTAL TAX	
5 bani	- green
10 bani	- red
50 bani	- orange
POSTAL TAX/POSTAGE DUE	
10 bani	- red.

a) Ferdinand-definitives (with common design), 10, 25, 35, 40 and 50 bani, perforated 11½ and mostly perforated (nos. 224-228, page 174, Romanian Postage Stamp Catalogue '74). These stamps were printed on white, soft, thin, unwatermarked paper, the kind used for Russian stamps issued during the same period. The size is 25x34mm. Some of the values (on the bottom of the sheets) show the name of the printers "HUD AMERIK TIPO Nr. 7" printed in Russian, with different letter types for each value. These stamps appeared after WW I in sheets mostly imperforated but some perforated 11½. It was mistakenly believed that these were the only values printed.

b) Postal tax stamps (TIMBRE DE AJUTOR), 5 and 10 bani, 25x34 mm, common design, mostly imperforated, seldom perforated 11½ (nos. 231, 232, page 174, R.P.S.C. '74).

A couple of years ago I found another unrecorded value of the TIMBRU DE AJUTOR: a 50 bani, orange stamp, the same type as the other two.

c) Postage due/Postal tax stamps (TAXA DE PLATA/TIMBRE DE AJUTOR), 10 bani, red, perforated 11½ and imperforated, 27x33mm.

Around 1922-25, Russian emmigrants in Vienna, Austria (besides the above mentioned five definitivies) sold stamp of 5 bani, 1 leu and **2** lei, presenting them as great rarities (nos. 223, 229, and 230 in the R.P.S.C. '74). Presently in Romania these values are very scarce.

It is possible that in the future other values of the postal tax will be found because in 1916 values of the 1 leu, 2, 5 and 50 lei postal tax stamps were issued, the higher values being used for fiscal purposes.

All these stamps were never officially issued and if found cancelled, the cancellation is a fake or unofficial. There are not listed in Scott but they are fully described in the 1974 Romanian Postage Stamp Catalogue.

EFIRO SOUVENIR SHEET ERROR?

VIOREL MOLDOVAN, Bul. V. Babes No. 26/B, 1900 Timisoara, Romania

The first Romanian souvenir sheet was issued on November 20, 1932, on the occasion of the *"EFIRO"* Romanian Philatelic Exhibition held in Bucharest.

Known as the *"EFIRO"* sheet, it is listed in the Romanian Postage Stamp Catalogue of 1974 as No. 544 (page 201) and in Scott as B40. On the bottom of this souvenir sheet, in the word *"Noemvrie"* (November, as it was spelled at that time), the top curve of the letter *"N"* is normal (continuous) on some sheets, while it is interrupted on others.

Checking several catalogues, such as Konrad 1946, 1947 and 1948, the Romanian Postage Stamp Catalogues of 1959 and 1964, Zumstein, and others, this break does not appear in any of the illustrations. On the other hand, in the illustration presented in the 1974 edition of the Romanian Postage Stamp Catalogue, the letter *"N"* is broken.

Having both types of the souvenir sheet, I question: which is the regular type and which is the error?

Because most of the catalogues illustrate the EFIRO sheet with unbroken *"N"* and only one catalogue shows it with broken *"N"*, I would presume that the one with the complete *"N"* is the regular type and the one with the broken *"N"* is the error.

50,000 sheets were printed (a small number by today's standards); a part of these was sold at the EFIRO exhibition for 31 lei a piece; 11 lei was their face value and 20 lei was for the entrance fee to the exhibition. Later, the sale continued at face value and after 5 years, in 1937, the remaining stock was sold at auction by the Ministry of Posts (Filatelia, No./20 Nov. 15, 1945), proving that for that time the printing had been too large.

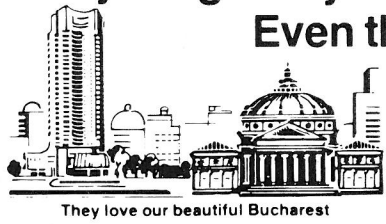
On some of the sheets, the exhibition cancellation was applied; the catalogue values of the cancelled and mint sheets are currently the same ($7.50 each in the 1979 Scott). The 1974 Romanian Postage Stamp Catalogue places a 2 times normal value on the sheets with special exhibition cancellation.

Because many of these sheets were destroyed during the war, or by earthquake, floods and negligence, the number of sheets existing in perfect condition was much reduced and the sheet has become one of the scarcer items of the contemporary (1928 to date) issues.

The ratio of the existing amounts of the two types of sheets (and perhaps the ratio between the number of cancelled versus mint sheets) should be established to find out which are scarcer and to recompute their catalogue values.

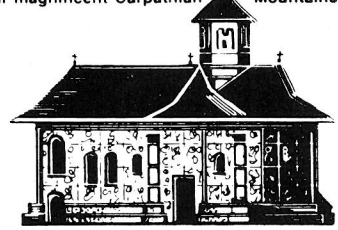
EDITOR'S NOTE: I possess 18 mint EFIRO sheets, all with broken *"N"* (bought from the same dealer) and one sheet with exhibition cancellation, with unbroken *"N"*. Further data is requested.

ROMANIA 1979
Everything everybody loves is the same. Even the prices.


They love our beautiful Bucharest

...our magnificent Carpathian Mountains

...our sun-kissed Black Sea shore


...and our painted "inside-out" monasteries.

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THE POSTAL HISTORY OF ROMANIA, 1882 to 1947

This article is the first of a series about the cancellations, special marks and general postal history of Romania during the 1882 to 1947 period. It is intended, with the help of readers' suggestions, additions and corrections, to put the articles together as definitive work and publish it as a single book, companion to *"Stampilele Postale folosite in Tarile Romaine pina in anul 1881"* by Grigore Racoviceanu.

Any serious research workers wishing to participate in this venture, to write an article for eventual inclusion in the book, are encouraged to contact one of us (addresses below) or the editor of this bulletin. We are prepared to make information available to participants and to help them in any way possible. We had originally planned to produce the book entirely by ourselves, but the complexity of the subject matter and out time constraints make it impossible for this to be done.

It is proposed that a standard format and nomenclature be used, and guidelines will be made available to all contributing authors. It is further intended to dedicate the series of articles and eventual book to Grigore Racoviceanu, the doyen of Romanian postal historians, who has devoted so much of his life andeffortsto the subject.

Don Heller
206 W. Fairmont Ave.
State College, Pennsylvania 16801

Robert Bell
722 Hammermill Rd.
Matthews, North Carolina 28105

POSTAL MARKINGS OF THE BUCHAREST GARA DE NORD, 1873 to 1947

DON HELLER, 206 W. Fairmount Ave., State College, PA 16801

The Gara de Nord - North Station - is the central railway station of Bucharest, and has been since it opened in 1872. Indeed, it is one of the central points of the entire Romanian rail system. The postal history of Gara de Nord is interesting because of the close association between the rail and postal services in Romania, the large volume of mail going through the station, and the easily identifiable cancels used on mail processed in the station.

In this article I shall discuss the various cancels in use at Gara de Nord from 1873 to 1947. More recent cancels may be discussed in the furture. Many travelling post offices originated in Bucharest at Gara de Nord, but their markings are adequately described elsewhere, and I will omit cancels that do not explicitly read Gara de Nord or equivalent.

Scheduled rail service began at Gara de Nord on 13/25 September 1872 with the lines Bucharest-Ploesti to the north and Bucharest-Pitesti to the west. A line connecting the station with Gara Filaret (the first station in Bucharest, on the line south to Giurgiu, opened in 1869) was opened on 13/25 December 1872. Various modernizations have occured since then, particularly after damage suffered in wartime.

The station was orginally known as Gara Tirgu-Vestei since it was located on the *"Ulita Tirgoviste"* (Ulita= street or road; the street name was changed to the present Calea Grivitei in 1878 after the War of Independence / Russo-Turkish War). The postal station at Gara Tirgu-Vestei opened on 20 September / 2 October 1873 with daily exchange of letters and messages between Bucharest, Ploesti and other towns on the rail lines. A postal announcement of 12 September 1873 authorized the new post office.

In 1883 a new rail line from Titu (on the Bucharest-Pitesti line) to the town of Tirgoviste was commissioned, and in May 1884 it was decided to call the new station in Tirgoviste by the name Ciocarlan, to avoid confusion with the station already existing in Bucharest. This illogical decision was reversed in June 1884 by changing the station name in Bucharest to Gara de Nord. For complete details see reference 8.

Our discussion of the postal markings will be divided into several parts - 1873 to 1884, circular (manual) postmarks 1884to 1947, mechanical postmarks, 1931 (the earliest I have seen) to 1947, and special purpose markings, such as money order and registry markings. The listings are certainly not complete, but to my knowledge are more extensive than any previously published. I am grateful for contributions and loan of material by Robert Bell, George Pataki and Grigore Racoviceanu. Of the references listed bleow, those by Dumitru Passalega have been very helpful.

In describing the postmarks, the color is black unless otherwise noted. The numbering scheme is determined by the early and late dates known to me and should not be considered as a rigid classification. *"Illustration"* means a sketch, as opposed to a photograph. All items are from my own collection except as noted.

References

1. Grigore Racoviceanu, Stampilele postal folosite in tarile romine pina in anul 1881, Bucharest, 1963.
2. Dumitru Passalega, *"Despre stampilele primelor oficii postale din gari,"* Filatelia, July 1967.
3. Dumitru Passalega, *"Stampilele oficiilor si serviciilor postale din gari,"* Filatelia, June 1970.
4. Kiriac Dragomir, *"Acum o suta de ani...,"* Filatelia, February 1972.
5. Iosif Micu, *"O suta ani Gara de Nord,"* Filatelia, May 1972.
6. Ioan Tobescu, *"Marcile Noastre: Centenarul Garii de Nord"* Filatelia, June 1972.
7. Kiriac Dragomir, *"Acum o suta de ani,"* Filatelia, March 1973.
8. Dumitru Passalega, *"Schimbarea denumirilor Garii de Nord din Bucuresti,"* Filatelia, August 1974.
9. Grigore Racovicieanu, *"Noi identificari de stampile,"* Filatelia, October 1974.
10. Gyorgy Kovacs, *"Contributii cu privire la stampilele din timpul ocupatiei Germane 1916-1918,"* Filatelia, June 1975.

FIRST PERIOD, 1783 to 1881

1. BUCURESTI/GARA TIRGU-VESTEI, single cricle 23 mm, date in three lines, lateral crosses. Found in blue (earlier and scarcer) and black (later and predominant). Racoviceanu type B35 (ref. 1). Early - 30 January 1874. Late - 12 October 1883 (coll. Bell). Seen as a transit mark on covers from Craiova to Galatz between August and September 1874 (coll. Bell). Due to the name change this postmark should exist only from 20 September 1873 to June 1884. However, Micu (ref. 5) shows a sketch with the date 22 April 1887; I suspect this is an error. In 1972 a stamp was issued commemorating the 100th anniversary of the opening of the railway station, and the first day postmark is in the style of this mark, which was the first one placed in use at the postal station opened in 1873.

1

2. TIRGOVISTE/GARA, double circles 24 / 13½ mm, date in three lines no ornaments. This is included on the authority of Passalega, who gives a detailed discussion f (ref. 8). He cites dates of 12 August 1875 and 5 Novémeber 1876, and has an enlarged photo of the latter, which is a transit mark on a cover from Craiova to Galatz. Racoviceanu (ref. 1) lists this as B61, and has a photo of a 14 August 1880 strike.

2 enlarged

3. GARA TERGU-VESTEI, double circles 28/18 mm, date in one line, not known if there is an ornament at bottom. Listed as B35a by Racoviceanu (ref. 9), one example known (partial strike, coll. Cristea), illustrated with date 4 April 1881.

3

4. GARA TERGOVESTEI, double circles 28/16 mm date in one line, fancy ornament at bottom. One example seen, dated 15 March 1883 on a cover from Bucharest to Berlin (coll. Bell).

4

5. GARA TERVOVISTEI, double circles 30/18 mm, date in one line, ornament at bottom. Reported by Racoviceanu with date 27 June 1884.

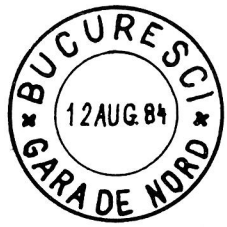
SECOND PERIOD, 1884 to 1947, CIRCULAR MANUAL POSTMARKS.

5

6. BUCURESCI/GARA DE NORD, double circles 25/? mm. This is listed as type B61 by Racoviceanu (ref. 1), but is not ilustrated; it is included in the chapter *"Postmarks of the period 1866-1881,"* though the station name was first changed in 1884. The sketch reproduced here is from Micu (ref. 5), but I have not seen an example or photograph.

6

7. BUCURESCI/GARA DE NORD, double circles 28/16 mm, date in one line, period after month abbreviation (not always visible in later dates), DE same size as other letters (3 mm), gap between letters and inner circle, lateral stars. Early - July 1884. Late - 3 December 1901.



7

8. BUCURESCI/GARA DE NORD, double circles 25/14 mm, date in three lines, DE same size as other letters (3 mm), lateral crosses. Early - 7 May 1886; may exist from 1885. Late - 9 March 1894.

8

9. BUCURESCI/GARA DE NORD, double cricles 27/18 ½ mm, date in one line period after day and after month abbreviation, DE same size as other letters (2 ¼ mm), no ornaments. The type font in the date is quite distinct from that of all other cancels. Early - 22 September 1888. Late - 28 September 1898 (coll. Pataki). Seen as a transit mark on a cover from Constanta to France, 21 June 1898 (coll. Bell).

9

10a. GARA DE NORD, double circles 25/15 mm, date in three lines, star at bottom. Early - 5 May 1889; may exist from 1888. Late - 16 March 1891 (Passalega, ref. 3 and 8).

10b. similar, double circles 25½/16 mm, seen without date only.

10 a.

11. BUCURESCI/GARA DE NORD, double circles 29/20 mm, date in one line, DE in smaller letters (2 ½ mm) than others (3 ¼ mm), lateral fancy stars. Early - February 1893 (coll. Bell). Late - 24 August 1893; 31 December 1894 (Micu, ref. 5, indistinct photo).

11

12. BUCURESCI/GARA DE NORD, double circles 28½/18 mm, date in bridge with lateral four large dots in a square, DE in smaller letters (2 mm) than others (3 mm). I have only seen a partial strike without year date on Scott 126, 25 b. violet issue of 1893 (coll. Bell).

12

13. BUCURESCI/GARA DE NORD, double circles 29/19 ½ mm, date in one line, DE in smaller letters (2 mm) than others (2 ½ mm), lateral crosses. This may be the fifth type described by Passalega (ref. 3), with date 28 April 1896; the earliest I have seen is 3 July 1904 (coll. Bell). Late - 28 November 1906 (coll. Pataki).

13

14. GARA DE NORD/BUCURESCI, double circles 27/17 mm, date in bridge with lateral crosses, DE in smaller letters (2 mm) than others (3 mm). This may be the sixth type described by Passalega (ref. 3), with date 30 August 1896; the earliest I have seen is 12 November 1901 (coll. Bell). Late - 21 October 1913; Bell has an illegible strike which may be 1914.

14

15. BUCURESCI/GARA DE NORD, single circle 27 mm, date in one line, DE same size as other letters (2 ¼ mm), lateral crosses. I have seen only two partial strikes on loose stamps, one with date 11 February 1900.

15

16. BUCURESCI/GARA DE NORD, double circles 28/19 mm, date in one line De in smaller letters (2 ½ mm) than others (3 mm), lateral crosses. The only full strike I have seen has date 21 December 1900.

16

17. BUCURESCI/GARA DE NORD, double circles 27/17 ½ mm, date in broken bridge with lateral ornaments (perhaps four large dots in a square), DE in smaller letters (2 mm) than others (3 mm). This may be the seventh type described by Passalega (ref. 3), with date April 1903; the earliest I have seen is 30 March 1909. A worn type exists with circles 28/18 mm and thick lines; the ornaments have degenerated into one large square dot. Late (worn type) - 27 October 1912.

17

18. BUCURESCI/GARA DE NORD, double circles 28/19 ½ mm, date one line, DE in smaller letters (2 mm) than other (3 mm), lateral four large dots in a square. This may be the eighth type described by Passalega (ref. 3), with date 3 December 1903. Micu (ref. 5) illustrates a similar item with date 6 September 1907. The earliest I have seen is 1908. Late 23 August 1909.

18

19. BUCURESTI — G. NORD/?, double circles 26/16 mm, date in bridge, grille, letters 2 ½ mm. Partial strikes between January 1913 and July 1914 are the only date I have seen.

19

20. BUCURESTI/GARA DE NORD, double circles 26 ½ / 16 ½ mm, date in incomplete bridge, grille, no ornaments, DE in smaller letters (2 mm) than others (3 mm). Early - 4 January 1914. Late - May 1915 (coll. Bell).

20

21. OFICIUL GARA DE NORD, double circles 30/16 mm, date in partial bridge, grille, DE smaller letters (2 ½ mm) than others (3 ¼ mm), large square dot at bottom. Only date seen is 20 June 1915 (coll. Bell).

21

22. BUCURESTI/GARA DE NORD, double circles 28/16 mm, date in partial bridge, grille, DE in smaller letters (2 ¼ mm) than others (3 mm), lateral crosses. Only date seen is 9 January 1916 (coll. Pataki); see next.

22

23. BUCURESTI/GARA DE NORD, double circles 27/16 mm, date in partial bridge, grille, DE smaller letters (2 mm) than others (2 ½ mm), lateral negative crosses. Only date seen is 25 April 1916. Racoviceanu has sent a photo of a 25 April 1923 strike in a very worn state, which could equally well be type 22.

23

24. BUKAREST-NORD, double circles 29/18 mm, date in one line, Maltese cross at bottom. Used during the German occupation of Bucharest, 1917-1918. Early - 5 July 1918 (Kovacs, ref. 10). Late - 1 August 1918.

24

25. BUCURESTI/GARA NORD/ RECOMANDATE, singles circle 30 mm, date in bridge, grille below date. Early - may exist from 1926. Late - 1931.

25

26. BUCURESTI/GARA DE NORD, double circles 30 / 20½ mm, date in incomplete bridge, grille, DE in smaller letters (2 mm) than others (3 mm), date letters 4 mm. Only date seen is 9 July 1930.

26

27a. BUCURESTI/GARA DE NORD, double circles 31/20 mm, date in broken bridge, 3 mm between day of month and month, grille, DE in smaller letters (2 ½ mm) than others (3 mm), date letters 3 mm. Only date seen is 25 April 1933.

27 a.

27b. Similar, double circles 32/20 ½ mm, 4 mm between day of month and month. Early - 25 November 1932. Late - 29 April 1933.

27 b.

27c. Similar, double circles 32/21 mm, 2 ½ mm between day of month and month. Only date seen is 6 May 1939 (coll. Bell).

27 c.

28a. BUCURESTI/GARA DE NORD, single circle 30 mm, date and hour in bridge, month in Roman numerals, bridge 9 mm wide, bridge lines tend to be indistinct, DE in smaller letters (2 ¼ mm) than others (3 mm). Early - February 1933. Late - April 1939.

28 a.

28b. Similar, single circle 31 mm, bridge 10 mm wide. Only date seen is 17 November 1935.

29. Similar to 28a but month is three letter abbreviation instead of Roman numerals. Early - 10 July 1933. Late - 19 September 1939.

29

30. BUCURESTI 2/PERON G. NORD, double circles 29/21 mm, date in bridge, grille. Only date seen is 13 October 1939. (peron = platform).

30

31. BUCURESTI/GARA DE NORD/AMBULANTE, single circle 27 mm, date in bridge, DE in smaller letters (1 ¼ mm) than others (2 mm), is beneath BUCURESTI. Early - 8 January 1940. Late - 21 November 1941 (coll. Bell).

31

32. BUCURESTI/GARA DE NORD, double circles 29/20 mm, date and hour in incomplete bridge, grille below date, DE same size as other letters (2 ½ mm). Only date seen is 20 August 1941.

32

33. OF. SP. G. NORD AMB/ BUCURESTI/RECOMMANDATE SOSITE/INTERNE, single circle 27 mm, date and hour in bridge, all letters 2 mm. Only complete date seen is 15 February 1944; may exist from 1942. The abbreviations are for Oficiul Special Gara Nord Ambulante.

33

34. BUCURESTI/GARA DE NORD/AMBULANTE, single circle 28 mm, date and hour, incomplete bridge. Letter heights - BUCURESTi, 3 mm, arc beneath; GARA, NORD, AMBULANTE, 2 ½ mm; DE, 2 mm. Only date seen is 30 March 1947 (coll. Pataki).

34

(to be continued)

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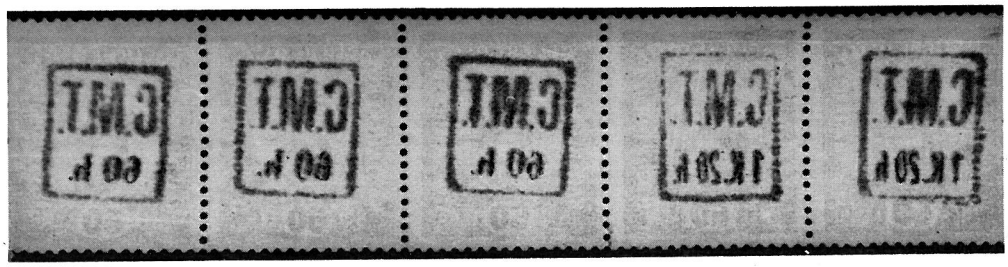
MORE ON THE C.M.T. OVERPRINTS

BARBU POPESCU
Str. Dristor No. 78, 74322 Bucharest, Romania.

Regarding the articles published in the Romanian Philatelic Studies, No. 1/1979, on the Eastern Galicia issues (Austrian stamps overprinted with *"C.M.T."* and new values), I present here a strip of five stamps. Curious about these 60 Heler stamps is that three of them were overprinted with *"60h"* and two of them with *"Ik. 20"*.

It is known that in some instances, some stamps of the same sheet were overprinted with the *"40h"* value, while others with the *"60h"* and "Ik. 20h" values. Unusual circumstances created unusual products.



Reprinted from STAMPS May 5, 1979

A Recently Discovered Romanian Cancel: ISSACEA. Grigore Cuculis, Str. Trandafirilor No. 14, 8800 Tulcea, Romania.

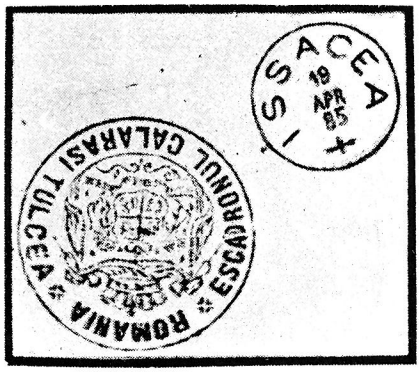
THE proclamation of the Romanian state independence on May 9, 1877, and then consolidating it on the battlefield, reunited Dobrugea with its mother country. This ancient province, located between the Danube river and the Black Sea, was part of the homeland of the Geto-Dacians, and was conquered by the Romans almost 2000 years ago. From a mixture of these great nations, the Romanian nation emerged.

By the peace treaty of San Stefano, reviewed by the Congress of Berlin (July 1/13, 1878), the Great Powers recognized Romania's independence and the reincorporation of Dobrugea. On November 14, 1878, the first Romanian troops stepped on Dobrugean soil repossessing it after almost five centuries of Turkish occupation.

"The telegraph-postal clerks," states C. N. Minescu in **The History of the Romanian Posts,**" were the first ones to cross the Danube, to set up offices in Tulcea, Sulina, Chilia, Mahmudia, Isaccea, Macin, Babadag, Constanta, Hirsova, Cernavoda, Ostrov, Medgidia and Cara-Omer, and to start the telegraph and postal services."

The cancels of the first post offices founded in Dobrugea a century ago, in November 1878, are generally known, being published by the Romanian researcher Grigore Racoviceanu and classified by him as B53 (Chilia as B54).

The cancel of the Isaccea post office, mentioned by C. N. Minescu, was not yet reported (nor was the one from Cara-Omer). I have in my collection several ISSACEA cancels applied on military correspondence. Their characteristics are similar to the other B53 type cancels: single circle, "antiqua" type letters, larger in width than in height (3.5 mm high and 3.5-4mm wide), the widest being the letter "A." The ink is greenish-blue. The date is in the center on three rows. On the bottom is a horizontally elongated four-petal flower. As an exception to the rest of the cancels used by the above mentioned first post offices in Dobrugea, the diameter is 26mm instead of 25mm. Using the accepted notations, the ISSACEA cancel should be catalogued at "B53a."



The above illustration shows part of a letter, sent by stagecoach from TULCEA to ISSACEA, mailed by the "ESCADRONUL CALARASI TULCEA" (Tulcea Squadron of Cavalry). It was sent on Apr. 18, 1885, and addressed to the townhouse of the village of NICULITEL in the Tulcea county, through the ISSACEA post office (April 19, 1885).

Although it would seem that the ISSACEA spelling is incorrect, it should be noted that it is correct. The name of this town was changed and today is not spelled with double "S" but rather with double "C": ISACCEA.

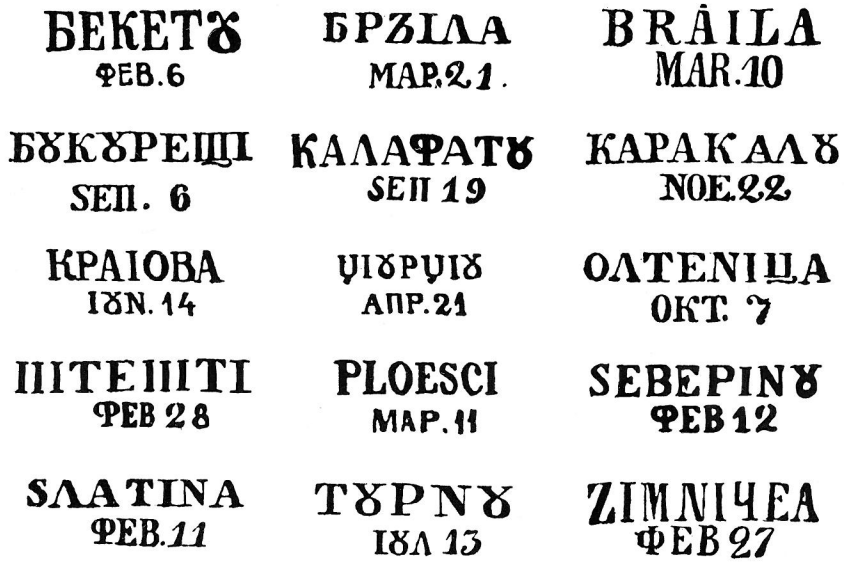
THE PRE-STAMP POSTMARKS OF WALACHIA

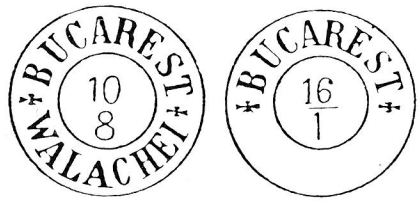
Dr. L.N. CRISTEA

Locality	1853	1854	1855	1856	1857	1858	1859	1860	1861	1862	?	Total
BEKETU	-	-	-	-	-	-	-	1	4	-	24	29
BRAILA	1	12	7	4	92	58	36	66	4	-	-	280
BRAILA (Latin)	-	-	-	-	-	-	-	-	52	24	8	84
BUKURESTI	3	2	1	3	5	5	6	48	37	10	1	125
BUZAU	-	1	-	-	2	6	5	2	7	6	12	41
KALAFATU	-	-	-	2	-	8	2	5	29	2	21	69
KAMPU-LUNG	-	-	-	1	-	-	1	-	-	-	-	2
KARAKALU	-	-	-	-	-	2	3	6	17	2	29	59
KRAIOVA	1	2	1	6	7	3	10	12	18	4	6	70
FOKSANI	1	3	3	-	-	3	-	3	14	-	3	30
GIURGIU	2	3	-	-	-	-	-	-	-	-	-	5
OLTENITA	-	2	-	1	9	19	14	26	4	3	-	78
PITESTI	-	2	-	2	22	20	23	25	-	-	1	95
PLOESTI	-	6	1	1	2	-	-	-	-	-	1	11
PLOESCI (Lat.)	-	-	-	-	-	-	-	-	-	12	4	16
RAMNIKU VALCEA	-	-	-	1	1	-	1	1	3	1	3	11
RUSI DE VEDE	-	-	-	-	-	-	-	1	-	-	-	1
SEVERINU	-	5	-	-	-	-	2	5	4	-	13	29
SLATINA	-	3	1	-	2	1	1	3	3	3	6	23
TARGOVISTE	-	1	-	-	-	-	7	3	4	8	-	23
TARGU-JIUL	-	-	-	-	-	-	2	-	-	-	3	5
TURNU	-	-	-	-	1	-	1	-	4	4	3	13
ZIMNICEA	2	1	3	2	8	1	19	26	14	8	6	90
BUCAREST/WALACHEI	-	-	-	-	-	-	-	-	58	-	-	58
BUCAREST	-	-	-	-	-	-	-	-	-	50	-	50

Early date: BUKURESTI MAR 6 1853 — Total markings: 1,297
Late date: ZIMNICEA JUL 21 1862

Based on data gathered (1974-1979) from collections in England, Germany, Italy and Romania.





THE 1868 ISSUE (2,4 and 18 BANI Prince Carol)

by Dr. L.N. CRISTEA, Tengstrasse No. 20, Apt. 304, 8000 Munich 40, West Germany

The Postal History:

After the change of calendar - from Juian to Gregorian - adopted simultaneously with the 1865 Prince Cuza issue, the Romanian Principalities introduced in April 1867 a monetary reform (which came into force on Jan. 1, 1868). The new currency 1 Leu = 100 Bani, instead of 40 Parale, as had been before. This change imposed a new Postal tariff, as follows:

Ordinary letter-18 Bani — formerly 20 Parale

Local-letter-4 Bani — formerly 5 Parale

Printed matter-2 Bani — formerly 2 Parale

As can be seen the actual postal fees were considerably reduced.

The new stamps:

The effigy of the Prince remained unchanged from the previous issue, but the frame design was new. The actual frame is smaller and varies from one value to the other. The frame of 18 x 23.5 mm. presents rosettes in the four corners (instead of figures), introduces a double Greek-line, carries POSTA ROMANA in the upper spandrel and the value in the lower one, expressed in figures separated by the word BANI.

The actual white circle was reduced to a diam. of 16.5mm and the number of pearls 73 (for 2 BANI) and 69 (for 4 and 18 BANI).

Ordinary parallel lines replaced the former brick-wall design between the circle and the Greek-line. Thus the neck appears shorter and the top of the head nearer the pearls. The outer frame line is thicker than for the previous issue.

No drawings or colour essays are known of this issue.

The Printing and Plates of this issue:

The actual printing was entrusted once more to the Graphic-Works of SOCEC and Co., whose litographer Sander adopted a transfer-block of 8 arranged:

1-2-3-4
5-6-7-8

This intermediary block was then transferred 9 times on to the printing stones, giving a central core of 72 stamps:

1	2	3	4	1	2	3	4	1	2	3	4
5	6	7	8	5	6	7	8	5	6	7	8
1	2	3	4	1	2	3	4	1	2	3	4
5	6	7	8	5	6	7	8	5	6	7	8
1	2	3	4	1	2	3	4	1	2	3	4
5	6	7	8	5	6	7	8	5	6	7	8

In order to obtain a sheet of 100 stamps the lithographer had to place another 28 transfers on the stone. He chose, during the various printings, three different arrangements (see Mihail Popovici's article *"the Plates of the Lithographed 18 Bani Stamp of the 1866 issue"),* with a possible fourth, subject to confirmation by a block discovered in 1976, (type D).

Postal Agreements:

The Romanian Principalities signed an agreement with Russia (25.11.1857) and separate Conventions were negotiated with The German Confederation (2.7.1878) - which came into force on 1.4.1869 - and Austria (1.7.1869), establishing thus the validity of Romanian stamps for mail abroad. This ended the Russian and Austrian postal facilities in the Romanian Principalities of Walachia and Moldavia.

In July 1868 Romania was represented at the Vienna Meeting of the International Telegraph Conference. In order to modernize its postal services the government in Bucharest obtained the services of three Swiss postal officials. They were lent to Romania for a period of six months, but their mission was extended till November 1870.

The Post and the rail-services:

The first railway service started its run between Bucharest and the Danube port of Giurgiu on October 19th 1869. In the early part of 1870 a second important line was inaugurated between Itzkany (on the Moldavia / Bucovina border) - Pascani - Roman. During 1870 and 1871 the railway system was extended and the post started transporting mail, previously entrusted to mail-coaches and riders. Many of the rail-stations became Postal-Agencies (with various tasks). This added greatly to the number of postmarks introduced, of which some can be found on the 1868 issue stamps.

Printings:

The postal documents concerning this issue have not yet been discovered. The official figures remain thus unknown. But some conclusions as to the amounts of printings can be drawn from the actual postal circulation. The Romanian Stamp Catalogue of 1974 estimates (on the basis of sales at post-office counters) that the three values were issued in about the following quantities:

2 Bani - 1.000.000
4 Bani - 235.000
18 Bani - 2.000.000

These quantities appear very reasonable given the long period in which these stamps remained in circulation (1.2.1868 - Oct. 1872).

Date of issue:

The stamps were issued with Order No. 624 of January 30th, 1868. The Central Office in Bucharest started selling the new stamps on February 1st., 1868. Between 31st December 1867 and 1st February 1868 all letters circulated against cash payment, in the new currency. When recording such letters please keep in mind that many people were dating their letters according to the old calendar which would transform the above dates as follows: 19/31 December 1867; 20 Jan./ 1 Feb. 1868.

The 2 BANI stamp:

This value was printed during Nov./Dec. 1867 in a light yellow shade on thick, white, porous paper. In April 1868 a new printing gave us the yellow orange hue, on medium white paper. The error FOSTA (instead of POSTA) is common to both groups of colour, which is an indication that they were printed from the same stone. The error occured in the fifth position of the last horizontal row and is of type 1 of the Transfer-block.(Fig. 1)

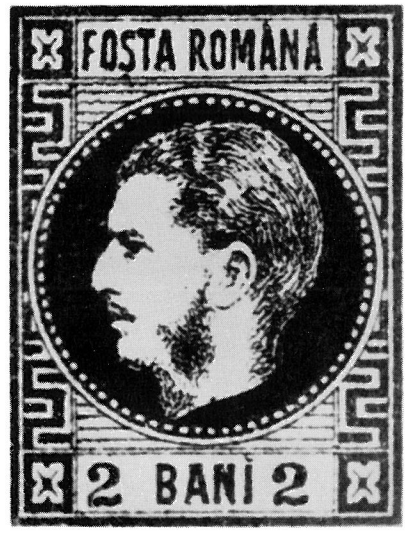


Fig. 1

It should be noted that the yellow stamps are scarcer espeically in multiples, be they mint or used.

Towards the end of 1868 a new stone came into use and new colours and varieties appeared at the same time. The colour goes from orange through ochre to bistre and - later - to orange vermilion. Some of the darker shades are known on yellowish paper. But the actual paper used in some of the later printings was thinner and rather smooth. Most of the blocks or the used multiples which have survived belong to the orange group of colours and are on thin-smooth paper.

Given the long period of circulation, many stones must have been used, and some of them repeatedly. So far 5 have been identified (1 type A, 2 type B and one each of type C and D) but the recording of multiples and marginals might allow further identifications.

It is important to underline that the 2 BANI stamp was printed from stones prepared with the help of two DIFFERENT transfer-blocks. For the characteristics of the two blocks please consult the Romanian Stamp Catalogue of 1974 or the Reconstruction of the Transfer-blocks by Dr.Birnbach in a booklet issued in Berlin in 1930.

The 2 Bani stamp presents retouches, (Fig. 2) both by brush (background of effigy)

Fig. 2

Before retouch **After 1st retouch** **After 2nd retouch** **After 3rd retouch**

and tool (hair, back of head). But the characteristic retouches are those concerning the letter S in POSTA, on type 3 of the first transfer-block. The retouches were made as follows:

a) Under S in POSTA appeared a fat round point instead of a cedilla, which turns the S into an Sh.

b.) This dot was scratched into 3 lines, but the base of the S was cut in two and a dot appeared under the O making it in to a Q.

c). These irregularities were removed and the S remained without a cedilla and with a rather thin base.

This series of retouches can be found on yellow, orange and red orange stamps proving thus that the same stones were used by the lithographer for several printings. As some of the stamps were used in 1871 we must conclude that a worn stone, after cleaning and retouching, was brought back into use fairly late.

These varieties should be collected in parallel in various shades of colour with very careful recording of dates.

The 4 BANI stamp:

A rarer stamp than the 2 Bani, (Fig. 3) was printed in three main groups of colours and on four distinct papers. The colours were light blue, followed by medium blue (in two distinct shades) and then dark blue - indigo. After the first white, porous paper a white glossy followed. The thinner paper is known slightly yellowish (with all three groups of colour) and also yellow and even Havana (with dark blue-indigo).

The sheets of 100 stamps were printed from stones of the A, B and C type.

It should be noted that the 4 Bani suffered retouches on the actual transfer-block, which made the types 2, 5, 7, 8 closer to the circle of pearls. Type 4 has a marked retouch of the ear, along the top. Another fact to be underlined is that the 4 Bani design is incomplete, which can be seen in the S-W corner rosette.

It came into use at the beginning of February 1868 in a light blue shade on white, almost porous paper. All later printings were in medium and dark blue. The stamps on white and yellowish paper in dark blue were recorded in late 1869 and 1870. The last printing, of which most multiples are recorded, was on thin shiny white paper.

Fig. 4, The great retouch

The indications are that the first stone used was of the C type. The dark blue is from a stone type A, of which we know two different settings. Stone type B too had probably two settings, on both white and yellow paper.

This 4 Bani stamps offers us some of the most spectacular retouches known, both by brush and tool, carried out on the actual printing stone. Some of these retouches are very rare. Here are some of the better known:

Type 8: (Fig. 4) This is known in a block of 10 (von Witzlenben Coll. now in Soviet Union); a block of 4 (former Chen Coll.); in a vertical pair (ex-Ferrari Coll.) and about 10 singles. The great retouch is not known unused.

Type 8: (Fig. 5) Not only the Greek-line has lost its symmetry, but 3 pearls have been blotted out-at approx. 1 o'clock and the letters ANA in ROMANA are redrawn.

Fig. 5

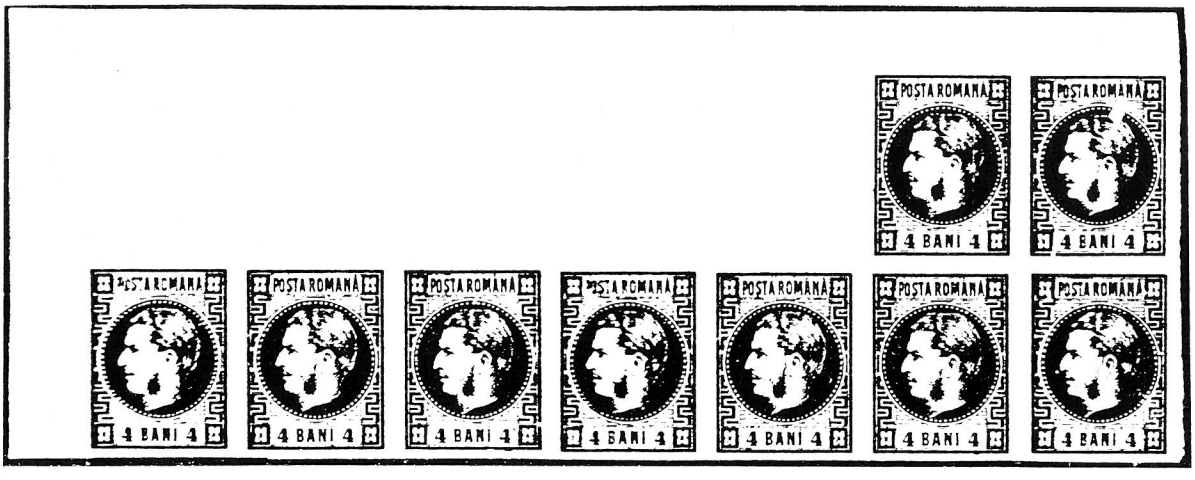


Fig. 3

unique top-left margin block

Type 8 (Fig. 6) The lower right Greek-line is affected. Frame line under 4 BA is interrupted and badly defined.

All belong to the medium blue colour group.

Fig. 6

On the dark blue stamps - a later stone - there is one main retouch, which affects the letters ANA in ROMANA, on a type 1 stamp, and the frame and parallel lines below those letters and the top right corner rosette. This is a very elusive stamp. In the same colour group should be mentioned a type 6 with a very marked front of the bust/throat redrawing, forming an exclamation mark with the pearl of minute 34. (Fig. 7)

Fig. 7

Fig. 8

These are the main retouches, but others can be found and also some interesting constant varieties. All these retouches and varieties should be collected in parallel, in the various shades.

This stamp was meant for Locol-letters, on which it is rare, (Fig. 8) but can be found in mixed frankings (good) (Fig. 9) or even cut in two (extremely rare) (Fig. 10). In multiples or blocks it is a very good item especially used.

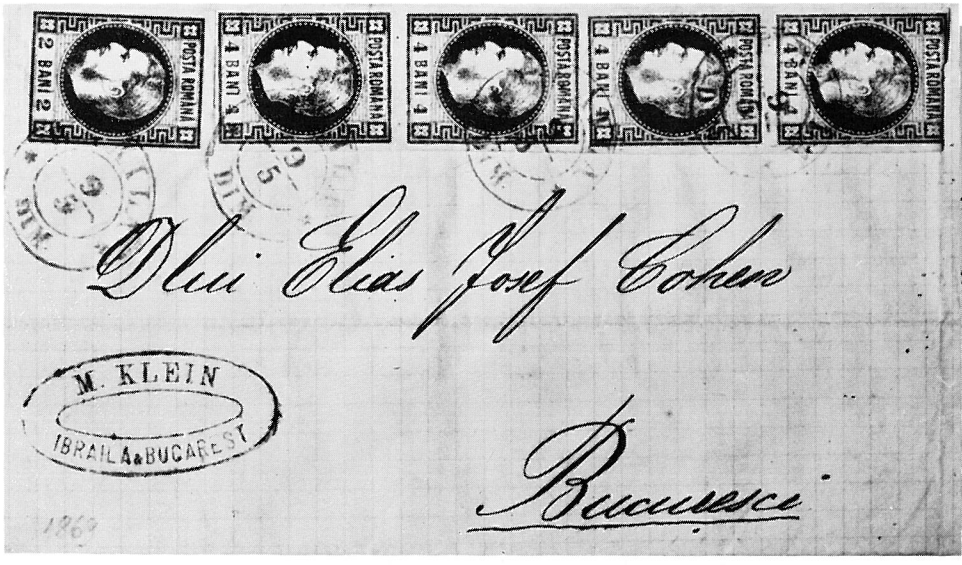


Fig. 9

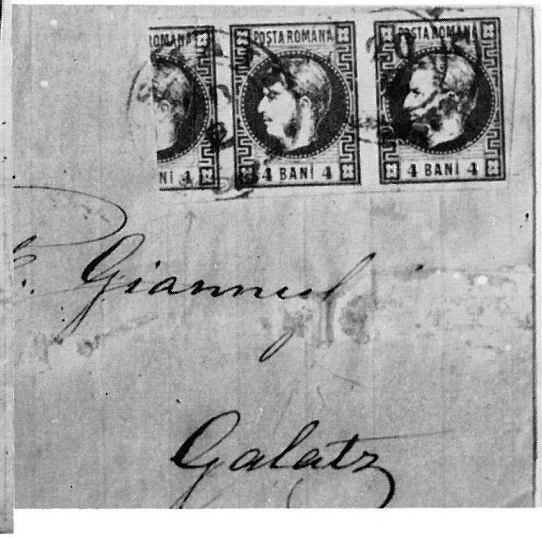


Fig. 10

The 18 BANI stamp:

This is the common stamp of the issue, in used condition, but nevertheless the least known. It was in circulation for a long time, it franked the ordinary letters, and must have been printed from numerous stones. The frequent printings are illustrated by the great variety of colours.

Its transfer-block remained unknown till the late thirties, because of very few multiples with left margin. For its correct sequence please consult the Romanian Postage Stamp Catalogue 1974.

The colours can be grouped as follows: a) The rose (from pale to lilac) b) red-orange and c) carmine groups. The darker shades, combined with toned paper are the scarcer items. The paper was at first white porous, then thinner shiny on both white and yellowish hues.

The only so far identified type of stones, from which this value has been printed, are A and C. All multiples and especially marginal items are of great importance in order to complete our evidence. All collectors who have marginals and multiples should note new transfer-block types shades, paper, and date (if possible). The constant varieties must be collected in parallel in order to determine the number of stones.

The two biggest multiples recorded so far are:

1) a block of 14 in the Post-Museum Bucharest:

2-3-4-1
5-6-7-8-5
1-2-3-4-1

This is from the top left corner of the sheet with one stamp cut out, and is mint, though with folds due to poor storing.

2) a used block of 20, (Fig. 11) from the Rothschild Collection:

5-6-7-8-5
1-2-3-4-1
5-6-6-7-5
1-2-3-4-1

Fig. 11

Fig. 12

This value presents also retouches in the background (by brush), which appear as blotches of deeper colour, or on the effigy (by tool) as lines defining the hair, the neck of front of bust, (Fig. 12). The 18 Bani offers us also a *"re-entry"*, with the top left rosette presenting a double ray in its N-W corner.

This stamp can be collected with a great variety of postmarks and in multiples on letters is a scarce item. It appears also in mixed frankings with the other values of 1868, 1869 and even 1871.

Review:

ALMANAHUL FILATELIC 1979 (Philatelic Almanac 1979)

Published in Romanian by ROMPRESFILATELIA in Bucharest, 258 pages, 17 lei.

Contains a large number of entertaining articles, notes and information on Romanian and foreign stamps and postal history, also historical writings, anecdotes, poems, short plays, puzzles and cryptograms, most of them on philatelic themes.

Several articles cover various historical events, periods or personalities illustrated on stamps, such as *"The Formation of the Romanian People as Presented in a Philatelic Exhibit"* by Dr. Mihail Chiritescu, *"50 Years Since the First Romanian Air Mail Stamps"* by Mihail Popovici, *"Romanian Revolutionaries on our Postage Stamps"* by Dinu Vasiliu, *"The History of World Posts Mirrored on Stamps"* by Edmund Zaray, and others.

Well documented studies include: *"The Beginning of the Romanian Posts in Dobrudja"* by Grigore Cuculis, *"Official Seals and Cancels"* by Mihail Ionita-Alesu, etc.

Other engaging articles include: *"An Interesting Postal Experiment"* by Silviu Dragomir, *"How the Stamps of the Paris, Bucharest I and Bucharest II issues can be Differentiated"* by Gh. Pasa, *"The International Federation of Philately"* by Dr. Nicolae Tripcovici and *"Maximaphily"* by Dr. Dragos Niculescu.

On the negative side, we have to state that some illustrations and titles, although having spaces provided for them, are missing.

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THE PLATES OF THE LITHOGRAPHED 18 BANI STAMP OF THE 1868 ISSUE

MIHAIL POPOVICI, Str. Chopin No. 8, sc. C, et. 2, Apt. 47, 71454 Bucharest, Romania

It is known that the printing plates (the lithographic stones) for the February 1868 issue were obtained from a transfer block made up of eight intermediate cliches (numbered 1 to 8), arranged in two horizontal rows, with four cliches on each row. This block was transferred 9 times onto the lithographic stone - three times in three horizontal rows - forming a main block of 72 cliches to which 28 other extra-cliches were added to complete the printing plate for 100 stamps. By the position in which the 28 extra-cliches were added, three types of plate have so far been determined: Type A (Fig. 1), type B (Fig. 2) and type C (Fig. 3). The Romanian researcher R. Zoscsak mentioned the existence of a fourth type of plate but this could not be verified yet.

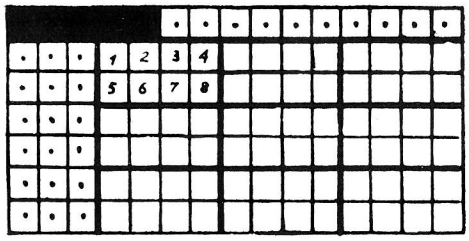


Fig. 1

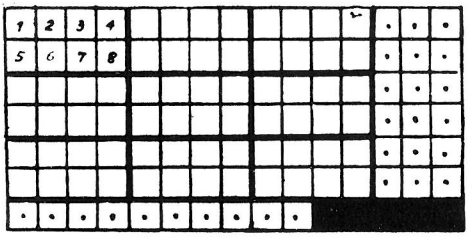


Fig. 2

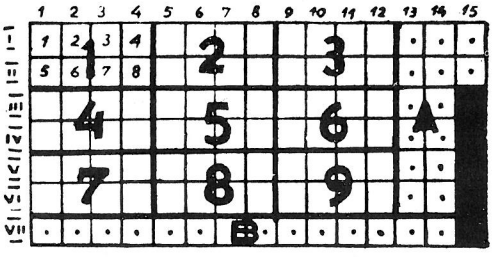


Fig. 3

For the 18 bani stamp of this issue we have the least amount of information regarding the number and the composition of the lithographic stones. This stamp was widely used (on domestic letters, up to 15 grams) and therefore this value of the issue was printed in the largest number, but large mint blocks are almost unknown. In some of the older private collections some used blocks were found, for example:

— block of 20 used stamps in the former Rothschild collection,

— block of 12 used stamps in the former Witzleben collection,

— block of 9 used stamps in the former Birnbach collection,

and several used blocks of four, all having the same regular types of transfer blocks and not giving any information as to their location in the plate.

In the Ed. Cohen collection (today the Hugo Kunzi collection) there was a used block of eight stamps, made up of two horizontal rows, with four stamps having the same cliche types on both rows (Fig. 4). This gives us positive information and clears up some doubts.

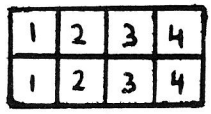


Fig.4

In 1958, at the international exhibition held in Bucharest, commemorating the centennial of Romanian postage stamps, in the collection of the *"Fabrica de Timbre"* (Stamp Printing Plant), there was presented a mint block of 14 stamps of the 18 bani, carmine red type. From this block (Fig. 5) there could be determined the cliche types of the transfer block of one of the lithographic stones.

It is sure that the 18 bani stamp was printed with several plates. Knowing that in lithographic printing, the etching on the stone wears off rapidly and that the other values, of which a much lower number were printed, used three, four or even five plates, it can be presumed that even more plates were used for the 18 bani stamp.

In his study, Ed. Cohen presented several forms of plates which were proven to exist by some isolated blocks of stamps, identified as part of sheet margins. Cohen pointed out some discrepancies in Birnbach's work: *"Die Rekonstruktion der Umdruckblocks der Rumanischen Briefmarken-Augaben von 1866-1872"*, regarding the arrangement of the cliches in the transfer blocks, questioning if the stamp considered No. 1 was indeed the first one in the first horizontal row of the transfer block. Cohen concluded that Birnbach's arrangement has to be reversed: the cliches nos. 1-4 should be nos. 5-8, and, vice-versa, nos. 5-8 should be nos. 1-4.

Cohen's doubt was made known to Poncelet, who agreed with Cohen and published his opinion in the Belgian magazine *"Philateliste Belge"*, 1935, page 147.

To draw a definite conclusion, Cohen had to wait until 1958, when the above mentioned block of 14 stamps was exhibited in Bucharest and he was informed about this by Dionisie Vadasz and by myself.

This block (Stamp Printing Plant collection) has the first stamp on the first row missing, and the third stamp from the second row cut out, then placed back in (Fig. 5). The cliche arrangement of this block, using Cohen's numbering system is shown in Fig. 6.

The late Dionisie Vadasz published an article in Filatelia, No. 1/1959: *"Some Observations Regarding the Romanian Classical Stamps"*, presenting proof that Cohen is right and Birnbach is wrong. The same observation was also made by I.L.N. Best of London, England, whose remarks were published in Filatelia, No. 12/1965.

Regarding this sheet fragment of 14 stamps and the cliche arrangement of its transfer block, following my supplying him this information, Ed. Cohen wrote me on May 16, 1959: *"I was pleasantly surprised to learn about the existence of a marginal block of the 18 bani stamp, whose arrangement confirms my deduction made earlier that the numbering of the cliche types in the transfer block should be reversed"*.

Fig 6

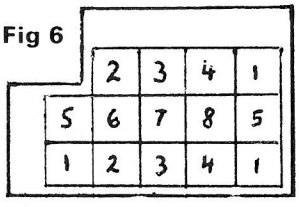
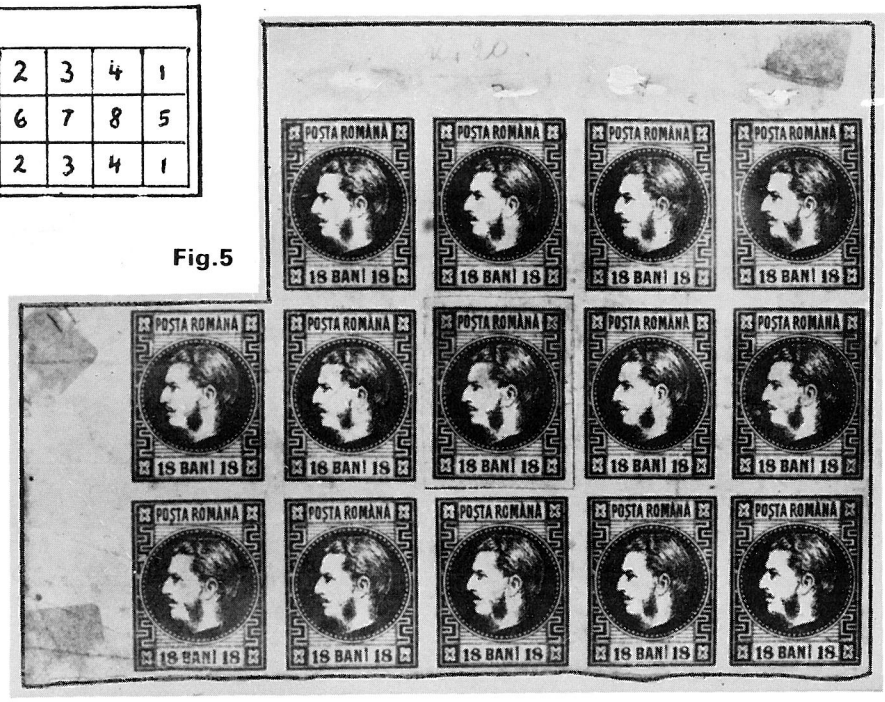


Fig.5



POSTAL CARD AND STAMP COLLECTING IN ROMANIA, IN 1876

by DAVID GIJIRIGUIAN, New York, N.Y.

We have to excuse ourselves for repeating here again that postal cards represent a complete philatelic document. The postal cards show everything a collector could dream for: the postal card itself, departure and arrival postal cancellations, the text of the message exchanged, and other particular information. We present here a postal card which by any other standard is a very common item, but which by its text reveals an important fact for philatelic literature.

The Romanian postal card No. 9 is of 9i type according to the Ascher Postal Stationery Catalogue, or CP.9i according to the 1974 Catalogue of Romanian Postage Stamps (page 474). About the approximate date of issue of postal card No. 9 see our article in *"Romanian Philatelic Studies"* No. 3, 1977, page 3.

The postal card we are presenting here was cancelled at the IASSI post office (November 12, 1876), and the BUCURESCI post office (November 13, 1876). The two postmarks can be identified in Mr. Racoviceanu's book dedicated to the postmarks used in Romania prior to 1881 (Gr. Racoviceanu: Stampilele Postale Folosite in Tarile Romane Pina in Anul 1881; Bucharest, 1963). The IASSI postmark is a usual circular date stamp of B 18 type; the outer circle measures 26 mm in diameter, the inner one 14 mm. The BUCURESCI postmark is of B 62 type; the outer circle has 24 mm diameter, the inner one 15 mm. In his book, Mr. Racoviceanu, referring to this postmark (page 57), states that it was used starting with 1877, but our postal card shows its use in November 1876. The postal card also bears a oval shaped commercial marking translating as: *"Shragar Brothers, Antiquarian Book Store, Stamps for Collections, Jassy"*.

What is more interesting about this postal card is the text which shows that in 1876 there was an active postage stamp exchange and trade between collector and dealers. Here is our translation of the text:

Jassy, Oct. 31. 1876[1]

"Dear Sir:

We received in the mail your registered letter and announce you that your prices are not at all acceptable to us. If it is convenient for you to sell the Carol and Couza stamps at 10 cents a piece, and the Serbian 20p stamps[2] *at 10 cents each, and the 40p*[3] *at 15 bani each then we will hold them; otherwise we will return them. Mr. Wortman, in Bucharest, sells Serbian mint stamps at 1.50 per dozen the 20p, and 2.50 per dozen the 40p. We cannot buy the "Bull" stamps of 54p*[4] *(genuine) at 30 francs because we obtain 50 francs for it abroad, and we sold many. Let us know if you have complete mint, and used postal cards on white paper, at the most convenient price. When we will receive your answer either we will return your stamps, or others in exchange if you accept the aforementioned conditions; at the same time we will send you the balance of 30p "Bulls".*

Respectfully, for Shragar Brothers".

Notes:

1. The postal card bears the date of 10-31-1876, but was cancelled on 11-12-1876 because people continued to use the Julian calendar while the post offices were using the new Gregorian calendar.
2. Probably Serbia No. 5 (Scott).
3. Probably Serbia No. 6 (Scott).
4. Romania No 2 (Scott) pictured in the American Philatelist May 1976 among the Aristocrats of Philately.

George Bascowitz to whom this postal card was addressed was Superior Office Holder in the Bucharest post office. According to other postal cards in our collection,he held the same position in April 1874, and had an active philatelic exchange correspondence with Romanian and foreign stamp collectors and dealers. About Mr. Wortman (Jacques Wortman) mentioned in our postal card it looks like he was a very active stamp dealer; according to other postal cards in our possession, he had relations with other stamp dealers and collectors, including a stamp dealer (or collector?) in San Francisco in 1888.

The existence of a very active community of stamp collectors in Romania in the early period is a well known fact in philatelic literature. Our short note tries to demonstrate that the postal stationery items were also part of the exchange and trade between collectors and dealers.

Review:

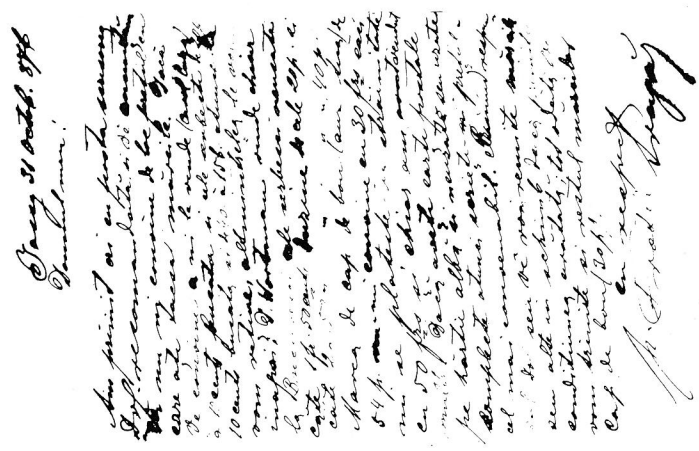
STANLEY GIBBONS,
Europe 3,
Stamp Catalogue Q-Z, 1978

Published in England, 728 pages, $16.00. The Romanian chapter has 105 pages of well described issues. Especially detailed are the *"Carol I"* and the *"Ferdinand"* issues. The occupations issues and the foreign post offices are listed under the countries in which they occurred; thus the Transylvania (Cluj and Oradea) issues and the Bulgarian and the German occupation stamps are listed in the Romanian section. The Eastern Galicia issues (Austrian stamps overprinted with C.M.T.) are listed under Western Ukraine in this volume. The Romanian Posts in Constantinople is under Turkey. The Austro-Hungarian occupation is listed in vol. I and the Romanian occupation of Debretin is in vol. 2.

The imperforated miniature sheets with restricted printings and distribution are mentioned but not priced because of their controversial status.

The paper and the printing is excellent, except for a few stamps which are reproduced too dark. The catalogue reflects the higher European prices and is a useful book.

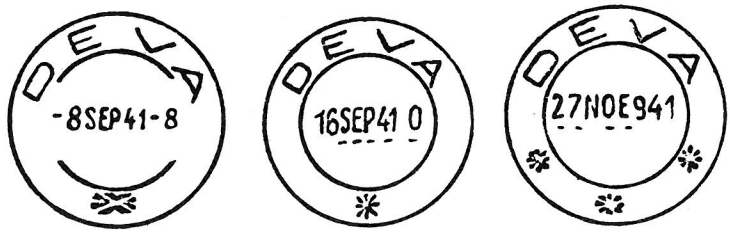
An extensive collection of Romanian philatelic magazine **FILATELIA** is available through the editor.



Reprinted from Stamp Show News, June 1978.

How A Romanian Railroad Was Built

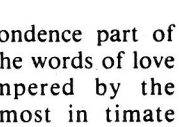
by George Pataki

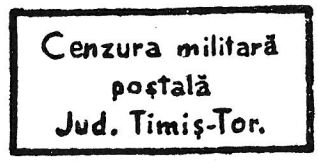


Among a bunch of Romanian postal stationeries recently acquired, I found 20 cards by the same man to his wife; all full of love for his family and desire to return home. The man, let's call him J.F., was a Jew and the year was 1941. J.F., like other thousands of Romanian Jews, was ripped from his family and taken to a forced labor camp. At that time Romania was allied with Nazi Germany and was fighting against the Allied Powers. The civil rights of the Romanian Jews were very much restricted: They could not hold certain jobs; Their children were expelled from public schools; They could not live in certain areas of the country; And, their homes were confiscated by the government. All able men, with the exception of those who could pay off some corrupt officials, were taken to labor camps. This would have been only the first act in the tragedy of a segment of the population singled out because of their ethnic origin. The "final solution" for the Romanian Jews, as it was discovered from documents and testimonies after the war, was supposed to come in the fall of 1944.

On August 23, 1944, Romania switched sides, soon after that Germany lost the war and the final act was never realized.

After setting up the scenario, let's go back to the first act where we found J.F. and thousands of others like him building a railroad in the Carpathian Mountains. All 20 postal cards in this collection were sent between August 10 and November 26, 1941, from DETAŞ. L.O. NEVOIEŞ, HUNEDOARA, p.u. ŞOIMOŞUL MUREŞAN, to his hometown of TIMIŞOARA. DETAS.





L.O. is short for DETAŞAMENTUL de LUCRU OBLIGATORIU, translated FORCED LABOR DETACHMENT. NEVOIEŞ is a small hamlet in HUNEDOARA couty and p.u. ŞOIMUSUL MUREŞAN menas that the nearest post office was in ŞOIMUŞUL MUREŞAN. This camp was locatged in the Southwest corner of Transylvania.

All these cards were taken to DEVA, a small city about 5km from SOIMULSL MURESAN and posted there. Three similar but not quite identical DEVA cancelmarks can be found on them.

The arrival postmarks, 24 mm in diameter, TIMISOARA 1 and the date, were made with roll-type cancellers, placing identical markings at about every 40 mm, with five wavy lines between them.

Judging by the dates, it took 2-3 days from the day the cards were written to the day they were postmarked in DEVA and another 2-3 days to receive the arrival markings in TIMISOARA.

Not too much information is obtainable from the correspondence part of these cards since even the words of love and desire were tempered by the knowledge that the most in timate thoughts would be shared by a stranger. Indeed, every card is stamped with a censor marking. The most often used is the CENZURAT mark, blue, 43/5 mm, applied on these cards from Aug. 29, 1941 to Sept. 18, 1941, and initialed by the censor with red or blue pencil.

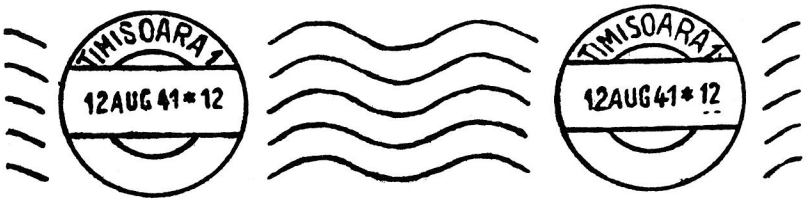
Later, a new type of censor marking was introduced (40/10 mm) with the censor's personal number, making him more identifiable to the higher autorhities and more responsible for what he was letting through. One of them is black and the text reads: CENZURAT—DEVA CENZOR NOR. 13. The rest are in blue with one of the following numbers: 6, 14, 17, 19 and 20.

One of the cards has a red military posts cenzor mark: CENZURA MILITARĂ POŞTALĂ JUD. TIMIŞ-TOR. (JUD. TIMIŞ-TOR meaning Timis-Tornotal county) and its size is 40/19 mm.

Two of these cards have black patriotic slogans: SUBSCRIETI ROMÂNI LA IMPRUMUTUL REINTREGIRII (translated: Romanians, Buy Unification Bonds), 60/16.5 mm.

All of these cards are of the same type: H&G #101 with a printed stamp of 4 lei illustrating King Michael in military uniform. These cards were issued in 1941 but in Nov. of the same year, because of inflation, the postal rate went up to 5 lei requiring an additional adhesive stamp of one leu. Only in the spring of 1942 the new 5 lei type postal cards were issued.

It is hard to understand why J.F. had to leave his family and friends, his home and his job, and was forced to work in a labor camp, under painful and difficult conditions. If these postal cards will make some people think about that, perhaps there will be less chance for this to happen again.



The CEATAL Cancel Used In CEA-MURLIA

Grigore Cuculis

Str. Trandafirilor 14

8800 Tulcea, Romania

Dr. N. Tripcovici in an interesting postal history article entitled "Cancel, without locality: an unknown variety?", described and discussed a cancel of the double circle type, 26/16 mm, with the date in the center in three lines (16 NOV 86), a five-pointed star at the bottom, and stamped in dark violet (Fig. 1). The most unusual thing about that cancel is that the name of the locality is missing from the cancelling device and is written in pen, instead, as "Tchamourli." The cancel is on a Romanian U.P.U. postal card, the "response-paid" part, mailed to Constantinope, via Sulina (from the Kurt Dunger collection in Berlin).

The Romanian equivalent of "Tchamourli" is CEAMURLIA, an old name for the village of Crisan in the province of Dobrudja.

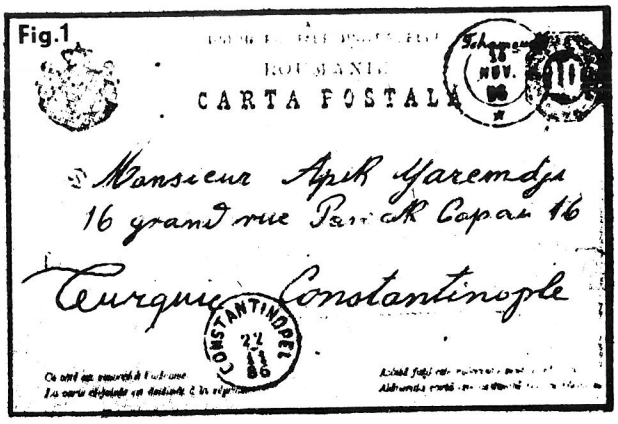
In that article, the following questions were raised:

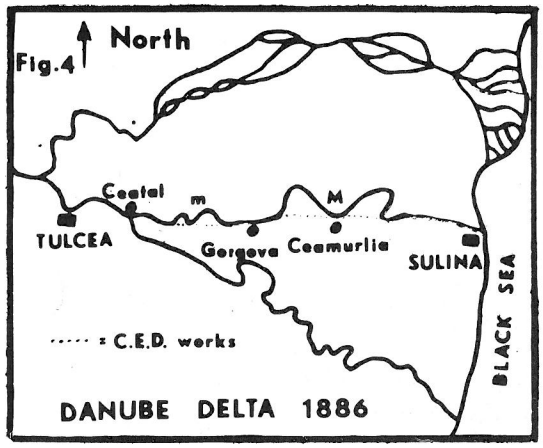
1) Was the spelling of Tchamourli due to the fact that the card was mailed to the Levant?

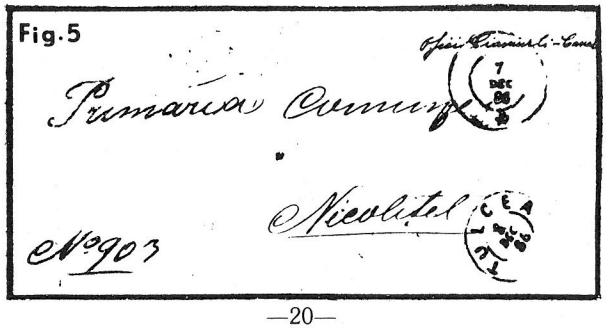
2). What method of canceling the correspondence was used in Ceamurlia at that time?

3) Are cancels with the names of the localities written in by hand also found in other cases?

Now, we are able to answer these questions. In the first year after the return of the province of Dobrudja to Romania, several post offices were established there. In order to improve the postal services, especially those in the Tulcea county and the Danube Delta where the "Commission Europeenne du Danube" (C.E.D.) was correcting and modernizing the Sulina arm of the Danube, the Romanian posts, beginning in 1879, established mail transports by boat as follows: between Braila and Macin (Fig. 2 presents a postal card mailed from Macin to Galati, via Braila) four times a week; between Galati-Isaccea-Tulcea, six times a week; and between Tulcea and Sulina, five times a week.







In 1880, the Tulcea-Issacea-Macin, the Tulcea-Babadag-Constanta, and the Tulcea-Mahmudia routes were serviced by regular mail coach trips three times a week. (**Fig.3**).

During the construction work on improvement of the Danube's middle arm (aimed at shortening the Danube's loops, the "small m" and the "large M"), post offices were established at Ceatal and Gorgova to improve the postal services for the existing construction sites (see map, Fig. 4).

The CEATAL office was located near the second major bifurcation of the Danube river, where the separation from the Tulcea arm of the Sulina and Sf. Gheorge arms starts. The word "CEATAL" is of Turkish origin and it means "bifurcation." The Ceatal office functioned only as long as the construction work continued there because at that site, there was no locality requiring a post office. The Gorgova office, however, was located in an existing locality, with a large population, and it has been maintained there to the present time.

The CEAMURLIA office was created later. The word "CEAMURLIA," also of Turkish origin, means "muddy." Ceamurlia was a fishing center. The moving of the C.E.D. work site from Ceatal to Ceamurlia (the center of the "large M" loop in the Danube) also required the moving of the post office. The name of the Ceatal post office was removed from the canceler and until a new canceler was received by the new post office, the old one was used, with the name of the site, Ceamurlia, added in pencil or ink.

The Ceatal post office functioned from 1883 or 1884 to about 1886 when the Ceamurlia office was established.

The name "Tchamourli" was written in French on the above-mentioned postal card because at the C.E.D. work sites, the majority of the engineers and technicians were foreigners and the official language used there was French.

The described item is not unique. We present a cover (Fig. 5) with a similar cancel, with the name of "Ciamurli" handwritten. The cover is stampless because it was mailed from one authority to another and they had free franking privileges.